

Draft for Consultation



# East Lothian Local Transport Strategy

## 2018 – 2024 Draft



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# 1. Introduction



## 1.1 Strategic Overview

This Local Transport Strategy (LTS) has been prepared by East Lothian Council to cover the period from 2018 - 2023. The strategy sits within a complex planning and delivery hierarchy and has been developed to be compliant with all relevant policies, nestling below both national and regional guidance. Whilst the strategy focuses upon the local context, and issues which the council has the powers to influence and change, it does not ignore the more strategic, long-term issues which will require partnership working with other industry bodies shown below to deliver the objectives set out in the strategy. The main aim of the LTS is to provide a mechanism for clean, green and safe travel patterns across the County and beyond.

Scottish Government	<ul style="list-style-type: none"> <li>•Transport Policy</li> <li>•Funding</li> </ul>
Transport Scotland	<ul style="list-style-type: none"> <li>•Trunk Road Management &amp; Maintenance</li> <li>•Scotrail Franchise Specification</li> <li>•Major Infrastructure Schemes</li> </ul>
Network Rail	<ul style="list-style-type: none"> <li>•Managing and Maintaining Rail Network</li> </ul>
Train Operators	<ul style="list-style-type: none"> <li>•Operate Franchise Services</li> <li>•Scotrail currently operated by Abellio</li> <li>•East Coast currently operated by an arms length Public Company</li> <li>•Cross Country currently operated by Virgin</li> </ul>
Bus Operators	<ul style="list-style-type: none"> <li>•East Coast, Lothian and Local Operators</li> <li>•Provide Commercial &amp; Subsidised Services</li> </ul>
SEStran	<ul style="list-style-type: none"> <li>•Prepare and deliver the Regional Transport Strategy</li> </ul>
East Lothian Council	<ul style="list-style-type: none"> <li>•Local Road &amp; Footpath Management &amp; Maintenance</li> <li>•Subsidising Local Bus Services</li> <li>•Managing the Core Path Network &amp; Cycle Network</li> </ul>



## Emerging National Transport Strategy

The current National Transport Strategy NTS was published in 2006 and is now in danger of becoming dated as projects are delivered and policies adapt and change as the world evolves. The NTS is now in the process of being reviewed and refreshed to set out an updated vision for what kind of transport system should be developed in Scotland over the next 20 years, and will set out a road map of how to get there to address key strategic challenges and investment decisions. It was also expected that the NTS be aligned with emerging policy including the independent planning review, Climate change plan, Enterprise & Skills review, City and Region Growth Deals and the Transport Bill. Accordingly, a full and collaborative review was announced by the Minister for Transport and Islands, Humza Yousaf MSP in August 2016.

Transport Scotland has been undertaking an extensive stakeholder exercise giving stakeholders and communities across Scotland a greater say in influencing the development of transport policy at a local, regional and national level. The final phase of consultation is due to close in summer 2017 and could have a major influence on regional and local policies. East Lothian Councils LTS nestles within the policy hierarchy and should support national and regional priorities ensuring consistency. The LTS has been written to support the 2006 NTS, however ELC have participated within the consultation exercise for Transport Scotland and East Lothian Council are confident that our priorities align. ELC will continue to liaise with Transport Scotland and monitor developments of the emerging NTS to ensure consistency of approach.



## 1.2 Context

East Lothian lies immediately to the east of the City of Edinburgh. While it is one of the smaller Scottish local authorities, it nevertheless has one of the fastest rates of population growth. East Lothian's population is forecast to grow at a considerable rate for the foreseeable future. The SESplan Strategic Development Plan sets out a requirement for an additional 10,050 homes in East Lothian up to 2024.

The major east coast Anglo-Scottish transport corridor of the A1 Trunk Road and East Coast Main railway Line (ECML) passes through the county and acts as a major passenger and freight artery for national, regional and local traffic. The A1 to M8 Trunk Road corridor is now approaching capacity in places, for example, at Old Craighall Junction during peak times. Transport Scotland has concerns at the likely implications of further traffic growth in this corridor, including the effects of the development proposed in the Strategic Development Plan, without corresponding capacity improvements.

On the local road network, the Council is responsible for the management and maintenance of 921km of public roads, 425 road bridges and culverts on the local road network (minus 44 bridges owned by Network Rail and private owners) and around 18,000 street lighting columns. There are also 21 footbridges on or adjacent to the road network that the Council is responsible for maintaining.

There are seven stations located at Wallyford, Musselburgh, North Berwick, Prestonpans, Longniddry, Drem and Dunbar.

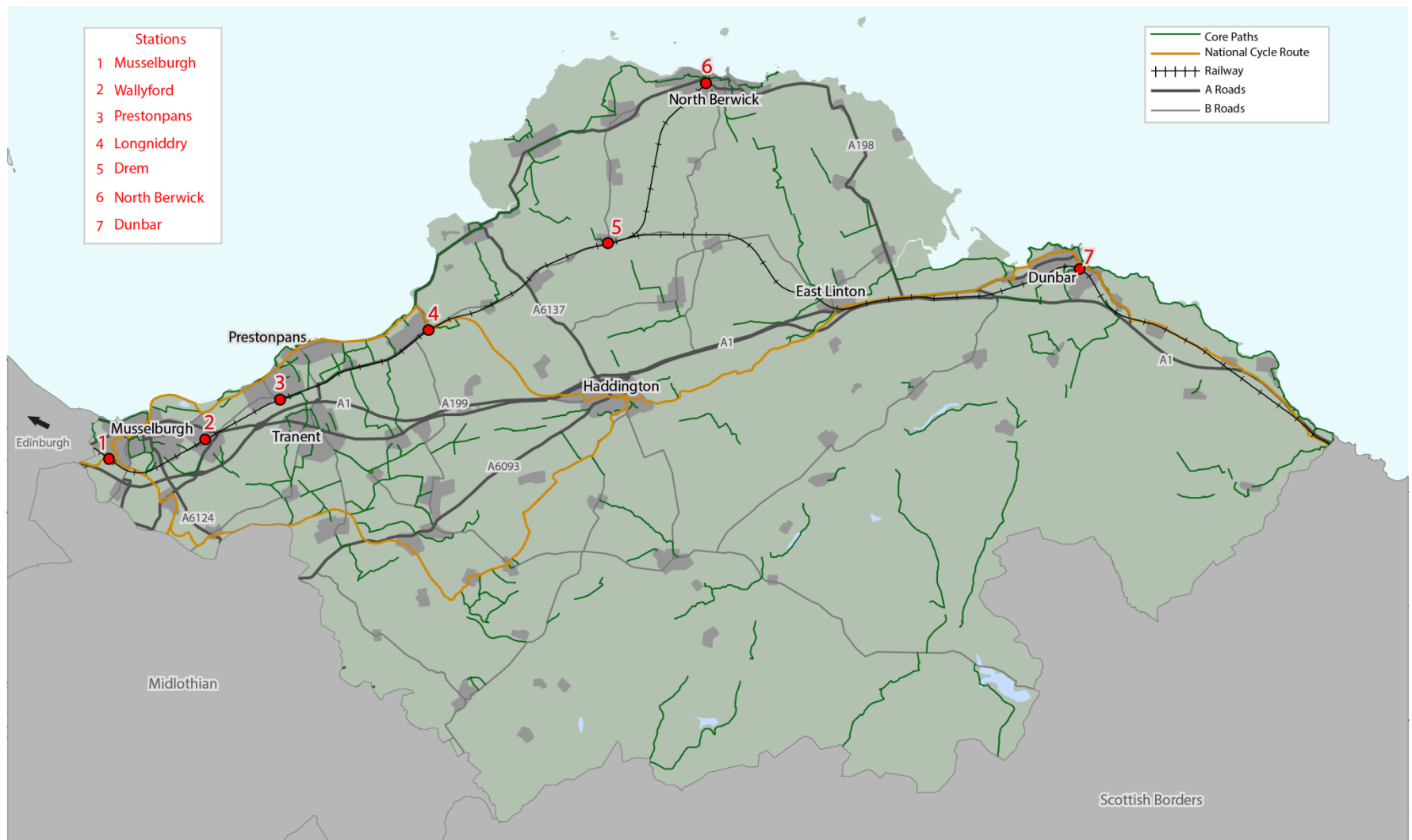
The transport network of East Lothian is illustrated in the following figure.

## 1.3 Consultation

This LTS has been subject to extensive consultation during its development through a public questionnaire and issues paper as well as ongoing engagement and meetings with key stakeholders. This has helped to identify a comprehensive range of issues to be tackled through this updated LTS. A final round of consultation will commence on the content of the LTS and associated plans early in 2018.

**Transport:** *a system or means of conveying people or goods from place to place.*

## 1. 4 Strategic Transport Network



## 1.5 Progress since LTS 2001

The previous LTS was published in 2001 and there is now a need to update it to reflect changes that have occurred since then and the revised policies of the Council. A number of transport schemes were proposed in the previous LTS and their status is summarised to the side.

In addition, schemes that were not included in the original LTS have also been implemented, for example, the Wallyford Park and Choose site opened in 2008 allowing access to bus and train services to/from Edinburgh.

Studies have investigated improved rail links to East Lothian, specifically a local service to Dunbar and new station at East Linton. In 2017, agreement was reached between ELC, SBC and Transport Scotland to deliver two new stations at East Linton and Reston between (2019-2024).

Continue to support the principle of Demand Responsive Transport

• **Not delivered** - service withdrawn due to high cost per passenger carried

Upgrade bus stops with shelters and information points

• **Delivered & Ongoing** - improvements include extending SEStran bus tracker. Priorities set out in East Lothian Bus Passenger Charter

Deliver bus priority in Musselburgh

• **Delivered** - package of measures introduced including new traffic installations, enhanced pedestrian facilities and improvements to bus stops.

Improve accessibility to stations

• **Delivered & Ongoing** - measures introduced include an increase in car park capacities, installation of cycle lockers and improved signing

Increase frequency of train services to North Berwick

• **Not Delivered but remains relevant** - Council has lobbied for an off peak service between Edinburgh and North Berwick

Support GNER franchise bid & Musselburgh parkway station

• **Not Delivered but remains relevant** - franchise competition abandoned in 2001. SRA withdrew support for Musselburgh parkway station in 2004

Re-allocate road space to pedestrian environment

• **Delivered & Ongoing** – numerous schemes implemented e.g. Musselburgh and opportunities continue to be investigated

Investigate local paths as part of the Sustainable Path Network

• **Delivered & Ongoing** - Community path networks being upgraded and extended

Provide cycle lanes and parking

• **Delivered & Ongoing** - Cycle storage lockers installed at five stations and a number of new cycle links created. Opportunities continue to be explored

Traffic calming schemes

• **Delivered & Ongoing** – traffic calming measures introduced at a number of locations and work continues to do so where appropriate

Provide controlled and uncontrolled crossings

• **Ongoing** – pedestrian crossings and dropped kerbs installed across East Lothian

Support A1 Haddington to Dunbar dualling

• **Delivered** - Haddington to Dunbar dualling completed in 2004

Develop decriminalised parking

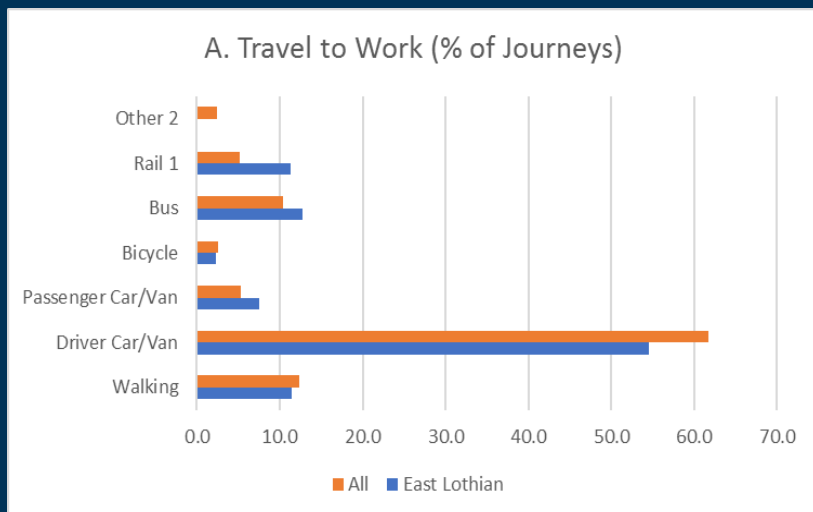
• **Ongoing** – DPE went live January 2017. Parking Strategy updated to reflect objectives.

Support SEStran multi-modal tickets

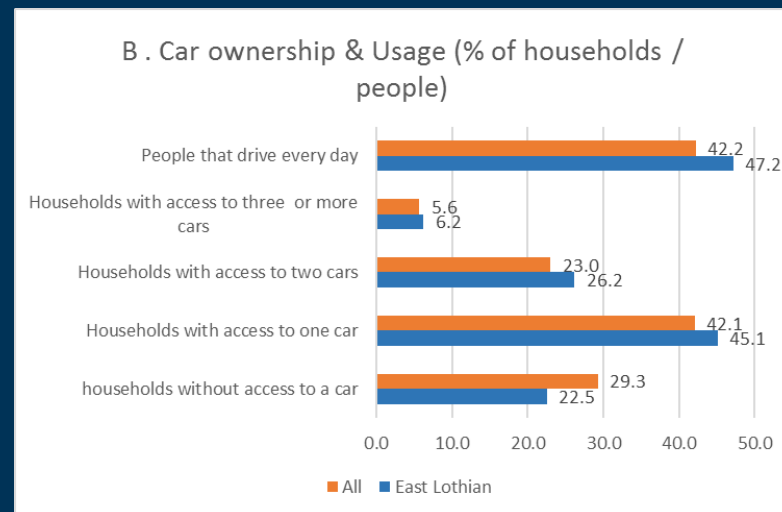
• **Delivered** - SEStran 'one-ticket' travel scheme in operation

## 1.6 Key Transport Statistics

The following analysis provides an overview of the current transport trends in East Lothian, how they compare with the national average and how they have changed over time.



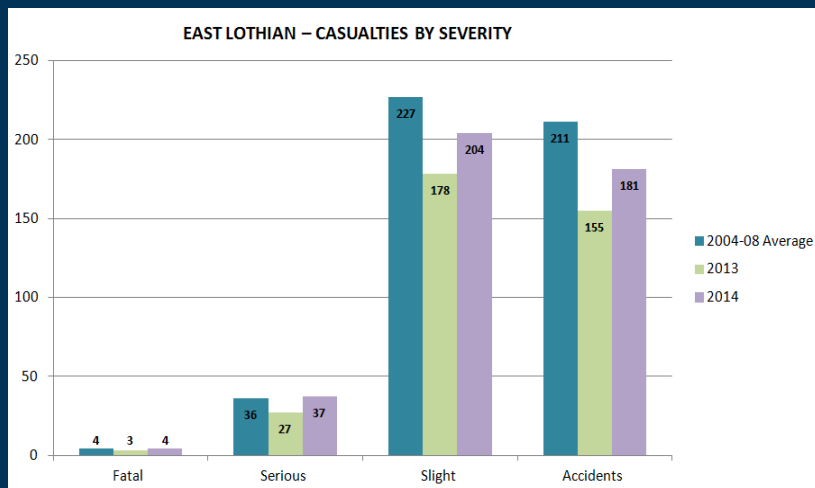
For travel to work, bus and train use is higher in East Lothian than Scotland whilst walking is lower. This reflects East Lothian's position as a focal point for commuters into Edinburgh with more limited local employment. (Scottish household Statistics 2016)



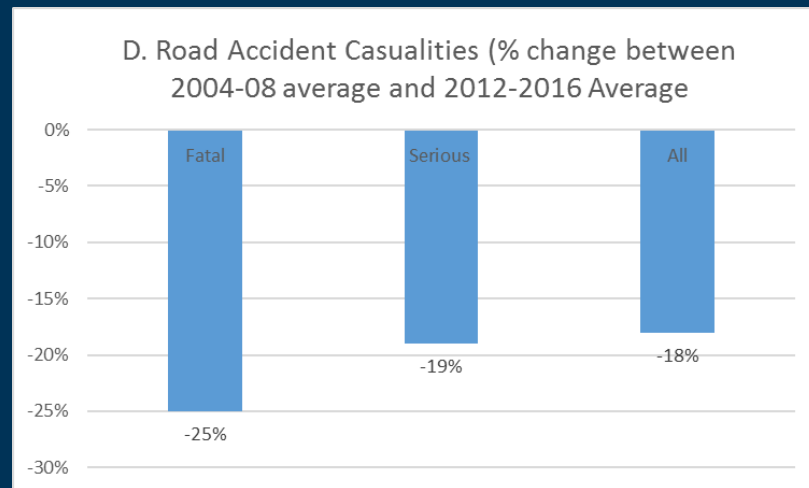
Car ownership levels are above the national average reflecting the rural nature of much of East Lothian and the resulting car dependency that this creates. This also highlights the relative affluence of the area with a third of households having access to more than one car. (Scottish household Statistics 2016)

## Key Transport Statistics

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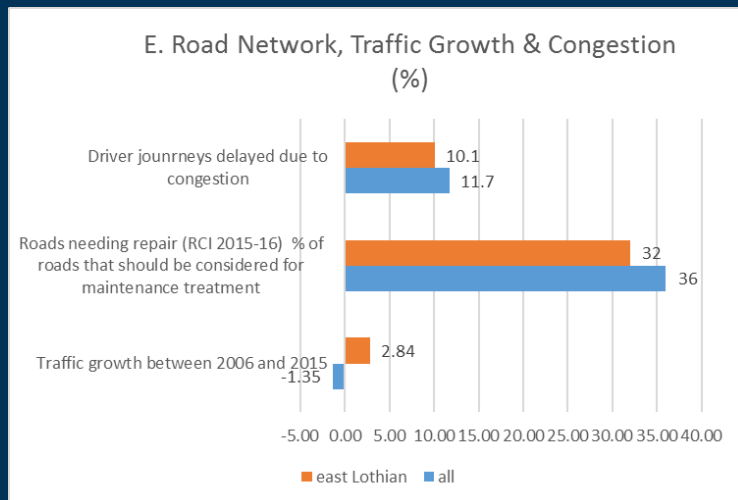
Road accident casualties are declining when compared with the 2004-2008 average which suggests that a general improvement in road safety in East Lothian has been achieved over this time period. However, comparing year on year can be misleading and the longer term trend analysis is a more appropriate indicator of progress (RSP)



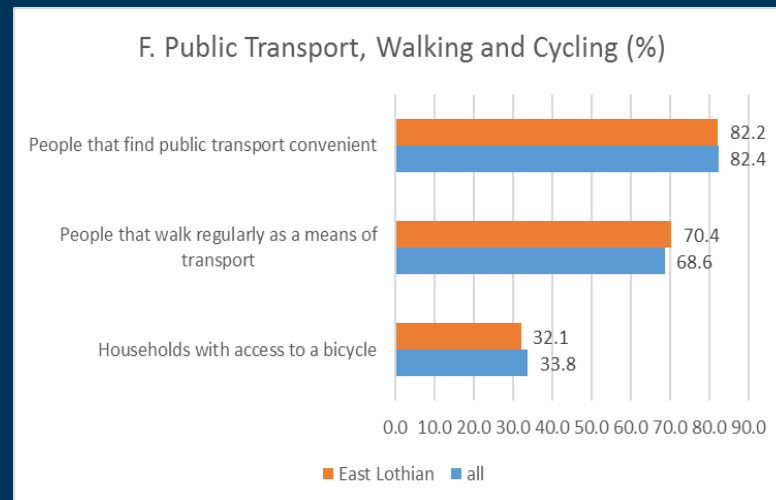
With a reduction of 25% of the people killed in road accidents East Lothian is approaching the target of a 40% reduction in the number of people killed by 2020 in comparison to the 2004 – 2008 average. However, with only a 19% reduction in seriously injured casualties East Lothian is still someway behind the target of a 55% reduction in the number of people seriously injured by 2020 in comparison to the 2004 – 2008 average.

## Key Transport Statistics

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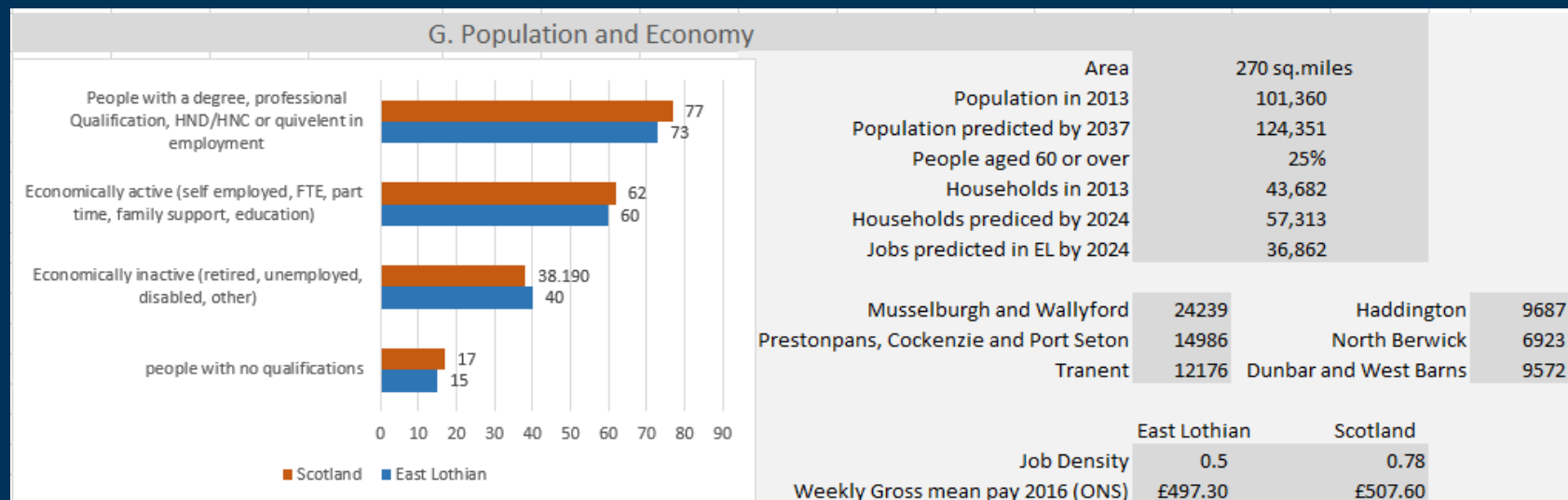
Traffic growth has been decreasing over a 10 year period and is below the national average. Levels of congestion are lower than Scotland as a whole, whilst the road network condition is in a better state of repair in East Lothian than the national average. (Scottish Transport Statistics and Household survey 2016).



There are high levels of bicycle access in East Lothian however, this is below the national average. The trend is that access to bicycles in East Lothian is declining. People are more inclined to use walking as a mode of transport in East Lothian. This is not backed up by the travel to work data which suggests this is for purposes other than travel to work. Over four fifths of people find public transport convenient but this is marginally less than the national average, suggesting there is scope to improve public transport services in East Lothian. SHS 2016)

## Key Transport Statistics

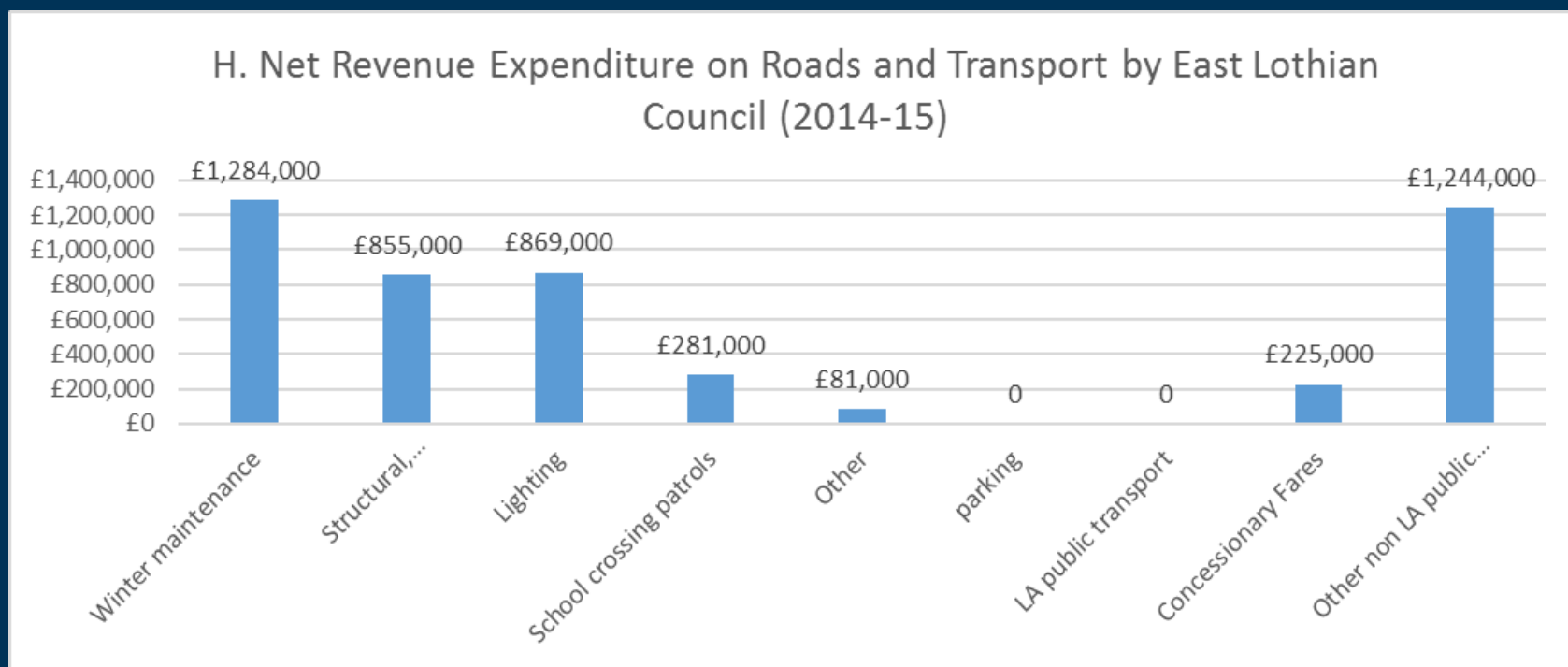
The following analysis provides an overview of the current transport trends in East Lothian, how they compare with the national average and how they have changed over time.



The population of East Lothian is expected to grow by over a fifth over the medium to long-term, which will have knock on impacts on the demand for transport. This will likely put further pressure on facilities such as Park and Ride sites which already experience high demand. The economic data suggests that East Lothian is an affluent area with a highly skilled workforce but that it is dependent on the Edinburgh economy for employment opportunities, given the low jobs density in the area itself. This is reflected in the travel to work data with high levels of rail and bus use highlighting commuting into Edinburgh. However, where possible residents clearly like to make use of local services and amenities when these are available with high levels of bicycle access and walking both pointing towards large numbers of short journeys.

## Key Transport Statistics

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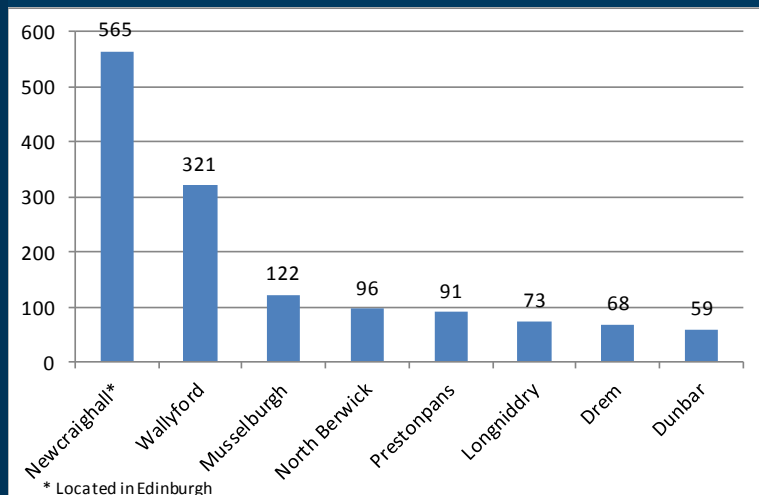


The Council spends half of the revenue on winter maintenance and Structural, Environmental and Safety Maintenance and Routine Repairs. This investment is significantly influenced by external factors i.e. weather, so carries a high risk of unplanned spend considering the overall network condition and aging infrastructure.

## Key Transport Statistics

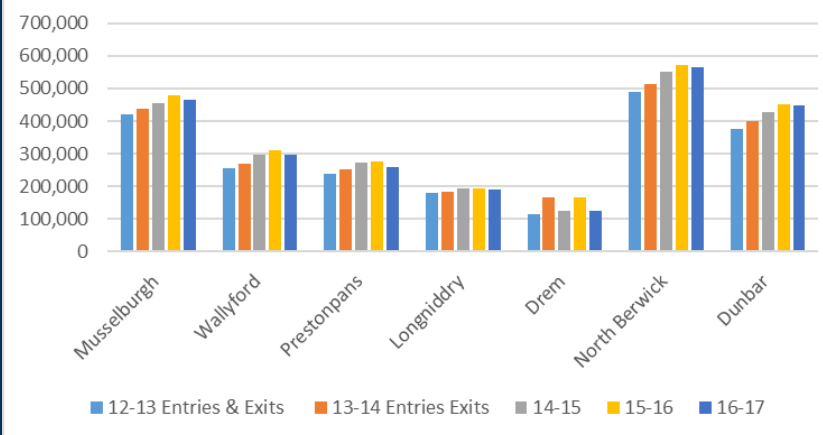
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### I. Park and Ride Provision (spaces)



There is a high level of Park and Ride provision at sites near the western boundary of East Lothian, closest to Edinburgh, but less spaces available across the rest of the area affecting accessibility to public transport.

### J. Train Station Passengers



There has been increasing demand for train travel over recent years despite car ownership levels higher than the national average. However, entries now appear to be suppressed in the peak because of platform and train crowding (ORR station usage statistics)

Data Sources: Scottish Transport Statistics, Scottish Household Survey, Statistical Bulletin Trn / 2014 / 2: Key Reported Road Casualties Scotland 2013, General Register Office for Scotland, Office for National Statistics, SEStran Park and Ride, Census 2011, Office for Rail Regulation Patronage Statistics

## 1.7 Summary

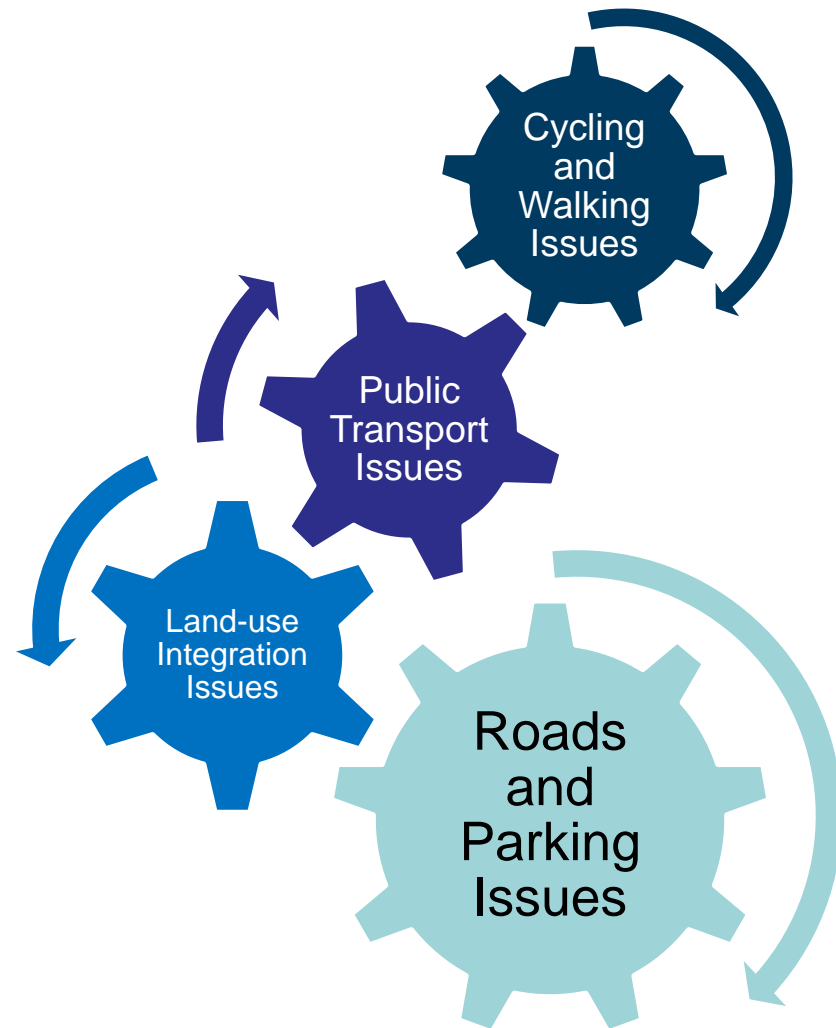
A range of problems and issues affecting transport in East Lothian have been identified which need to be addressed through the updated LTS. These have been identified from a combination of the consultation activities undertaken, data analysis and through reviewing other relevant strategies, studies and plans.

The findings from this analysis are set out in Chapter 2. The problems and issues have been grouped under four main themes, as shown in the adjacent figure with a number of sub-themes underneath each of these.

They are all related and need to be considered collectively to identify the most appropriate solutions to them.

The Local Transport Strategy is supported by four daughter documents.

1. Road Safety Plan
2. Road Asset Management Plan
3. Active Travel Improvement Plan
4. Parking Management Strategy



## 2. Problems & Issues



## 2.1 Cycling and Walking

### Maintenance

In some areas there is poor maintenance of footways and carriageways which can present a barrier to pedestrians and cyclists. This is a particular issue for the mobility impaired. There is limited funding available for maintenance of cycling and walking routes which can exacerbate these problems.

The maintenance requirements of new cycling and walking routes also need to be considered more thoroughly at the project design stage.

### Integration and Coverage

The positioning and number of pedestrian crossings is not always appropriate and needs to be kept under constant review to ensure desire lines are being accommodated and safe routes exist.

A lack of integration between walking and cycling routes and public transport has been identified as making journeys by more than one mode of transport difficult in some areas. Links to services and between some settlements are also known to be poor (e.g. villages in Dunbar and East Linton, Spott to Dunbar, Gifford to Haddington).

It is acknowledged that the A1 and East Coast rail line act as barriers to walking and cycling between the coast and the inland areas of East Lothian as it is difficult to cross them along much of their routes.



In some instances there is inadequate provision of walking and cycling routes, particularly to schools, which can cause safety concerns and lead to increased car use, such as parents choosing to drive their children to school instead of walking or cycling.

## 2.2 Public Transport

### General Public Transport

Consultation identified that there were levels of dissatisfaction with the coverage, quality, frequency and reliability of public transport in East Lothian. However, this has improved with new services and operators coming into the market.

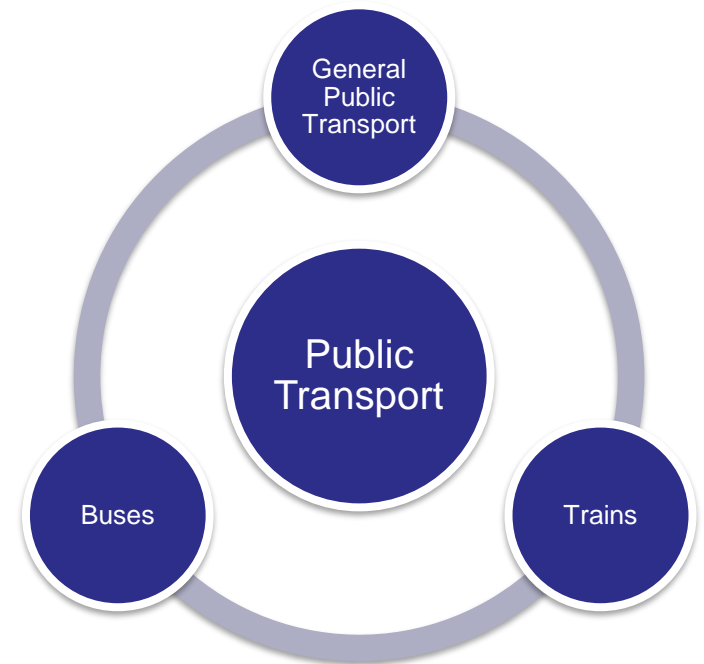
It was felt that public transport is too expensive with inconsistencies between the distance travelled and fare paid, particularly in relation to fares within the Lothian/East Coast Buses network area, which tend to be cheaper, and those to outlying rural areas, which are often felt to be disproportionately more expensive.

There is a lack of real time journey information at stops and stations meaning people don't have up-to-date information on when services are due to arrive and whether they are delayed.

A lack of integrated ticketing is perceived as a particular barrier to public transport use as people are required to purchase numerous tickets from various operators which is both inconvenient and more expensive. Smart ticketing also benefits passengers who don't carry the exact change to travel.

All buses and taxis are now equipped for wheelchair users.

Overall, it was identified that without adequate public transport alternatives, many people will be faced with no alternative but to drive.



### Trains

Many people highlighted a need for more frequent train services to Dunbar and North Berwick. The absence of a local stopping service between Dunbar and Edinburgh was also identified as a problem.

There is also a lack of through train services from East Lothian to locations beyond Edinburgh. Improvements at Waverley station are planned to provide an additional through platform that could improve forward connectivity.

## Public Transport

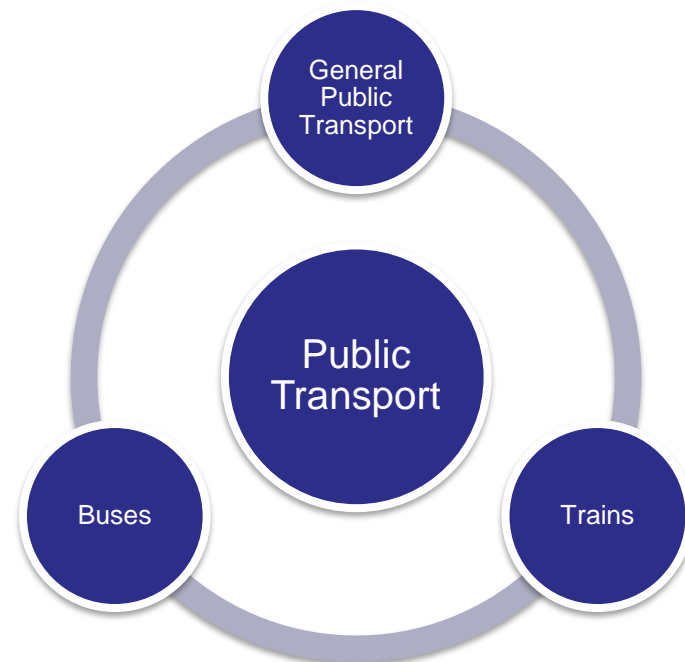
Previous public consultation outlined a strong desire for a rail link to Haddington as this was highlighted as a particular deficiency on the rail network. Alongside this, the absence of a rail station at East Linton was also defined as a problem / constraint. Progress has been made in the provision of a new station at East Linton but this remains challenging. Further development work to determine a viable technical solution is ongoing.

### Buses

One of the main problems affecting buses has been amendments, reductions and withdrawal of some commercially provided bus services which has required the introduction of subsidised services funded by East Lothian Council to replace them. The provision of these services is limited by the funds available to provide subsidised bus services which can mean some gaps in the network appearing. Historically, this was a factor in the withdrawal of the Gaberlunzie demand responsive bus service due to spiralling costs. The timetabling of subsidised services can also be an issue with some buses running with few or no passengers as they are seen to be inconveniently scheduled.

Other problems affecting buses include concerns about the use of coaches on bus routes which can create accessibility issues for the mobility impaired.

The provision of clock face timetabling between bus and Rail operators has also been identified as an integration issue, which deters users taking sustainable options due to extended waiting and journey times.



There are also issues relating to community transport. In particular, there is insufficient coordination between volunteer / community groups and public / private organisations meaning vehicles are often under-utilised or services do not entirely meet users needs

### Awareness

In some instances there is a lack of public understanding and appreciation of the public transport options that are available to them. In addition, the promotion of sustainable transport options, like walking and cycling, could be improved as both traditional paper based and digital information provision are both lacking in some areas.

## 2.3 Land-use Integration

### New Developments

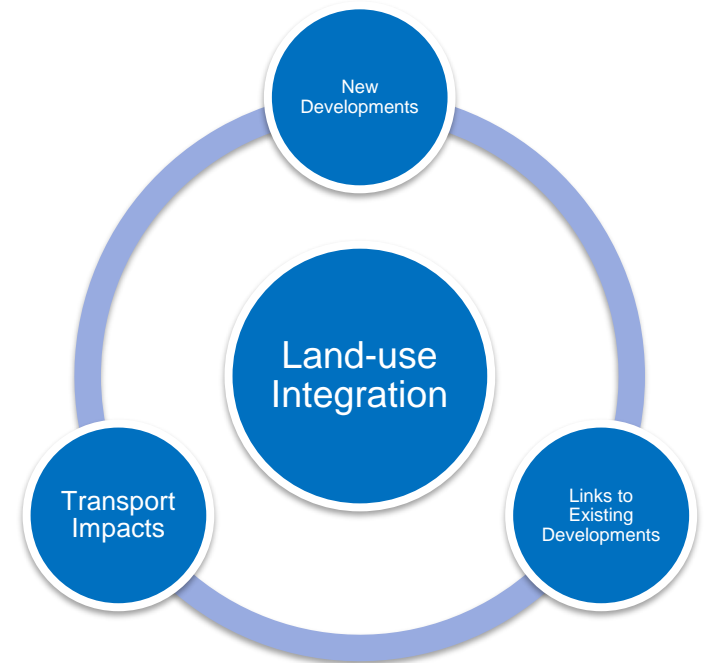
There is an ongoing need for integration between new land-use developments and public transport services to ensure people can access them without using a car. Affordable housing in particular has to be located in areas with adequate public transport, cycling and walking links as its residents are often highly dependent upon integrated provision.

There are proposals for significant new developments in East Lothian which will have knock-on effects on transport. A requirement for 10,050 additional housing units to be built in East Lothian by 2024 has been identified in the South East Scotland Strategic Development Plan. This also sets out proposals for development of a new 4,600 dwelling residential development at Blindwells which will require adequate public transport links, potentially including a rail halt. Extensive work to understand the impacts of new development has been undertaken in support of the Local development plan and agreement with Transport Scotland. The Council has prepared a Transport Appraisal in accordance with Transport Scotland Development Planning Management Transport Appraisal Guidance.

### Links to Existing Developments

There are high levels of dependency on the Edinburgh economy for employment opportunities and services creating above average levels of dependency on public transport, particularly for work journeys. Some of this dependency has been brought about by a lack of local services which, can means that people are forced to travel longer distances to employment and to access essential services like shopping, healthcare, leisure activities and so forth.

In order to assist in supporting the local economy and stimulate the vibrancy and vitality of East Lothian's towns and villages, reducing the need to travel longer distances, there is a need to tackle congestion and improve town



centre parking arrangements to make them more accessible. Providing a range of services in town centres is also essential along with good walking and cycling links.

### Transport Impacts

Due to the largely rural nature of the area, parts of East Lothian suffer from high levels of access deprivation meaning people are a long way from services and are likely to experience problems getting to them. The semi-rural geography also means above average car ownership levels which has environmental implications. Climate change will impact on transport via disruptive events like flooding, landslides, drought, and heatwaves. Mitigation measures are therefore required.

# Land-use Integration

## Meeting the Transport Needs of New Development across East Lothian

### Musselburgh

Any significant new development in East Lothian that feeds traffic onto the A1 will impact upon the capacity of the road and its junctions. There are particular issues with the capacity of the Old Craighall Junction, particularly the length of slip lane queues, as well as all junctions west of Gladsmuir. There are concerns about the capacity of Musselburgh town centre to accommodate additional traffic and the potential cumulative impact of additional development. Proposals to mitigate constraints at Oldcraighall will have a positive effect of assigning traffic through Musselburgh High Street. However, notwithstanding the introduction of LDP proposed improvements, existing constraints presently limit the performance of the local road network and proposals are planned to mitigate these through committed planned improvements at :

- Salters Road Interchange;
- Musselburgh High Street;
- Signal junction at Ashgrove/Pinkie Road;
- Signal junction at Salters Road/The Loan/Inchview Road;
- Widening of Mall Avenue eastbound lane from Inveresk Road to Bridge Street;
- Signal junction at Salters Road / Drummohr Avenue; and in addition to this, signal optimisation included at the following junctions:
- Newhailes Road/A199 Edinburgh Road;
- Olive Bank Road / Monktonhall Terrace;
- Monktonhall Terrace / Stoneybank Terrace and Mall Avenue / Inveresk Road
- Harbour Road changed to one-way northbound;

and measures to mitigate existing air quality in Musselburgh town centre are proposed with improved parking provision and management and enhanced pedestrian routes and facilities.

### Prestonpans

Further development in this area will generate impacts on the key links to the trunk road at the Dolphinstone and Bankton Interchanges and is likely to require improved interchanges and roads leading to them, as well as provision of opportunities for improved public transport.

Particular cognisance of Cockenzie and Ferry Terminal Master Planning needs to be taken into close consideration.

### Tranent

Tranent High Street experiences high levels of through traffic which has impacted on amenity and air quality in the town centre. Any significant expansion of Tranent may require an eastern bypass which would provide relief to the High Street. However, this not necessary at this time. A Transport Assessment submitted for housing development on land south of Windygoul suggests that a transport solution for the development of this land exists, and that the traffic impacts could be mitigated without new road supply.

### Haddington

The cumulative impact of potential development sites in the west of Haddington may result in significant traffic impact on the west Haddington / B6471 corridor and town centre.

### Dunbar

There are concerns about the capacity of Spott Road and Queens Road junction in Dunbar to accommodate additional vehicle flows, being main routes in to the town. Junction improvement will be needed to mitigate the impacts of ongoing development in the area. There are poor pedestrian and cycle links between the northern and

southern parts of the town divided by the rail line and these would need improved.

### North Berwick

North Berwick experiences significant visitor numbers, particularly during summer months, putting pressure on the town centre road network and parking. However, the most significant issue is the impact that additional development in the area would have on the local road network. A number of these roads also provide access to and through coastal and inland settlements and the impact of the through traffic is a related concern.

### Liaison with Neighbouring Authorities

The City of Edinburgh Council and Midlothian Council are building significant infrastructure in the vicinity of our shared boundary. Adequate Cross boundary Officer working will be required to minimise the negative effects of such major development and ensure maximum release of the required mitigation measures.

Cross Border modelling for the whole of the SEStrans Area has also been carried out and the impacts of improving the Sheriffhall roundabout and of the broader City Deal require detailed analysis of the potential impacts in East Lothian.

Further work to identify and promote an integrated public transport corridor into the south east wedge linking East Lothian, Midlothian and the city of Edinburgh will be investigated.

## Land-use Integration

In addition to committed interventions to mitigate current transport deficiencies East Lothian Council has assessed the impacts of Local Development Plan land use allocations and developed in conjunction with transport consultants, a Strategic Regional Model SRM12 (multi-modal) and a micro-simulation model Musselburgh and Tranent traffic model (MTTM) to undertake a Transport Appraisal of the impacts and implications of housing and economic land allocations on the transport network. An assessment of proposed mitigation and further modelling work concluded that on a strategic and cumulative basis the following interventions would be necessary to maintain the performance of the transport network. Further assessment work on local impacts would be undertaken on a case-by-case basis.

Intervention ID	Description	Estimated Cost
7	PROP T15: Old Craighall A1(T) Junction Improvements	£995,000
6	PROP T17: A1(T) Interchange Improvements (Salters Road Interchange)	£272,000
5	PROP T17: A1(T) Interchange Improvements (Dolphingstone Interchange)	£256,000
10	PROP T17: A1(T) Interchange Improvements (Bankton Interchange) & A198 Dualling north of Bankton Interchange (w/o rail bridge)	£2,185,000
99	PROP T9 + PROP T10: Rail Station Package	£4,369,000
100	PROP T21: Musselburgh Town Centre improvements	£283,000
101	PROP T27 & T28: Tranent Town Centre improvements	£449,000
102	PROP T3: Active Travel Corridor	£23,400,000
11	A198 Meadowmill Roundabout Enhancement (w/o rail bridge)	£747,000

**Total    £32,956,000**

## 2.4 Roads and Parking

### 2.4.1 Road Safety

Consultation identified scope for further reductions in casualties but hesitancy about the use of vertical traffic calming measures to achieve this as there is a belief that the negative side effects of these measures often outweigh their benefits.

Respondents also identified a requirement to reduce speeding in some locations, particularly residential areas. A Road Safety Plan has been drafted to broadly cover the same period as this LTS.

### 2.4.2 Strategic Road Network

The A1 trunk road is a major transport artery through the county but is now approaching capacity in some places. In particular, it is single carriageway south of Dunbar causing congestion and unreliable journey times. In addition, problems have been identified at Bankton and Old Craighall junctions. A cross border Trunk road action group has been lobbying Transport Scotland to dual the A1 to the Scottish border. Transport Scotland are undertaking a Scottish Border Transport corridor study that to assess the economic benefits of corridor improvements that will be considered as part of a wider Strategic Transport Planning Review.

### 2.4.2 Town Centres

Some town centres suffer from too much traffic creating congestion as well as overspill parking in inappropriate locations. This is heightened by seasonal tourist demand, which is a particular problem in North Berwick .



Town centres were also observed to suffer from too much street clutter and signage in some instances which makes them less attractive places to be. Community led consultation through Town Centre charrettes have highlighted many of the local concerns.

### 2.4.3 Maintenance

The road network in East Lothian is generally considered in a reasonable state of repair being higher than the national average, however, opinion suggest the condition of the network could be improved.

## Roads and Parking

### 2.4.4 Parking and Loading

It has been identified that car parks near town centres and rail stations are often over utilised. Many off-street car parks are often full early in the day, most likely by commuters and traders, with limited capacity left for visitors which affects the economic vibrancy of our town centres.

This problem is partly related to insufficient long stay parking provision with an associated lack of balance between the provision of short stay and long stay parking. This leads to long-stay parking occurring in inappropriate locations.

Currently there is limited enforcement of parking restrictions leading to their frequent abuse. This creates localised bottlenecks from illegal and indiscriminate parking creating congestion. In addition, there is low turnover of on-street parking spaces, especially around key commercial streets, as any restrictions that are in place are not adequately enforced.

Alongside this, a range of loading difficulties have been identified which affect the ability to deliver goods into key commercial locations. This includes too few and / or poorly located loading bays, abuse of loading bays, the need for double parking when receiving deliveries and other general parking problems.

Another common parking problem affecting town centres is a lack of disabled parking provision.



Concern has also been raised over inappropriate parking practices by drivers of articulated lorries near convenience food stores, motorhomes and campervans at coastal carparks and park and rides.

There are also problems in relation to Park and Ride provision at railway stations which is often insufficient and leads to overspill from car parks into neighbouring residential areas creating on-street parking problems.

## 2.5 Changes influencing our behaviour

Over the last 20 years, technology has advanced at a rapid pace, and become integrated in our daily lives. Working patterns have changed as the manufacturing industry declines and more people are employed within the service industry. Technology has however made it possible to work from home, or across offices and locations. As technology develops alongside new 'normal' working and living practices, travel planning and travel requirements evolve.

### What has changed during this period to influence how and when we travel?

Internet	Car clubs	Integrated ticketing
Smart phones	Bike hire schemes	Part-time working
Big data	Car insurance costs	4G
Online shopping	Smart ticketing	24hr opening
Satellite navigation	Laptops	Car sharing schemes
Perceived cost of travel	Working from home	Flexible working laws
Real-time information	Video conferencing	Improvement in public transport quality and reliability
Travel planning	Mobile apps	Cost of living vs. cost of travel
Health and wellbeing	Sustainable transport investment	
Urbanisation	Fuel tax	

These major shifts in society, working practices and technology will have a significant effect on not only the way that we travel, but also the need to travel. The LTS has to take account of emerging technologies and travel patterns to ensure we plan appropriately for the people who live and work within East Lothian. In this context, the LTS must be refreshed more frequently to adapt to technological change, which may include automated driverless vehicles, new fuel sources, smart phone integrated ticketing and legislative change.

## 2.6 Constraints & Opportunities

The ability to address the problems and issues identified is hindered by a range of constraints over which the Council has little control. However, there are also opportunities which present additional scope to resolve some of the problems and issues identified. Successful delivery of the LTS will be dependent upon minimising the impact of the constraints and maximising the benefits offered by the opportunities.



### 3. Vision & Objectives



## 3.1 Vision

The vision for the LTS has been defined as:

**“East Lothian will have well-connected communities with increased use of sustainable transport modes to access services and amenities.”**

## 3.2 Objectives

Drawing upon the overall Vision and taking into account the problems and issues identified a set of seven objectives for the LTS were developed, which are:

1. To deliver a more attractive and safer environment for pedestrians and cyclists;
2. To reduce the overall dependence on the car and the environmental impact of traffic;
3. To promote the availability and use of more sustainable means of travel;
4. To locate new development where it reduces the need to travel;
5. To maximise accessibility for all and reduce social exclusion;
6. To promote integration and interchange between different means of travel; and
7. To maintain the transport network to a suitable standard to ensure it meets the needs of all users.

The LTS objectives are also closely linked to the policy context provided by the Council’s overall Vision and Objectives, as shown in the following figure in section 3.3.

# East Lothian Council Plan 2017-2022

The Councils vision is:

An even more prosperous, safe and sustainable East Lothian , with a dynamic and thriving economy, that enables our people and communities to flourish

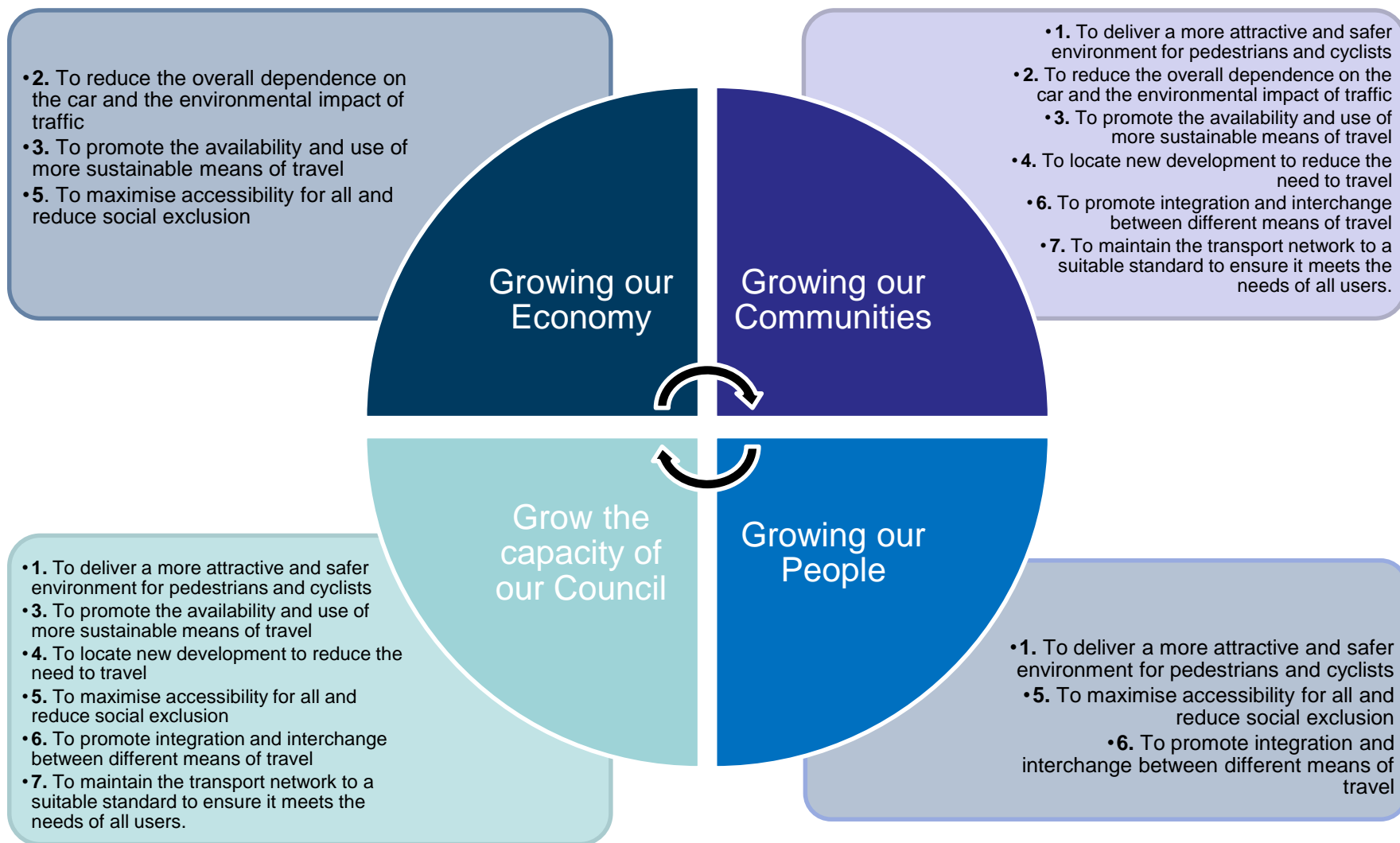
In particular the Council will give people a real say in the decisions that matter most and provide communities with the housing, transport links, community facilities and environment that will allow them to flourish.

The Local Transport Strategy will set out the Councils approach to improving transport links, including the road network, public transport and opportunities for active travel across the County. The Councils current capital programme includes investment totalling £27m over the next five years, plus £1.3m on parking improvements.

The delivery of interventions necessary to implement the Local Transport Strategy and associated plans will require an additional investment of £5m for Transport interventions, £1.8m for parking, £1m for road safety and £10m for active travel.

However, it is likely that these will be required over a period of time dictated by the rate of development in East Lothian.

### 3.3 Links to the Council's Overall Vision



## 4. Strategy



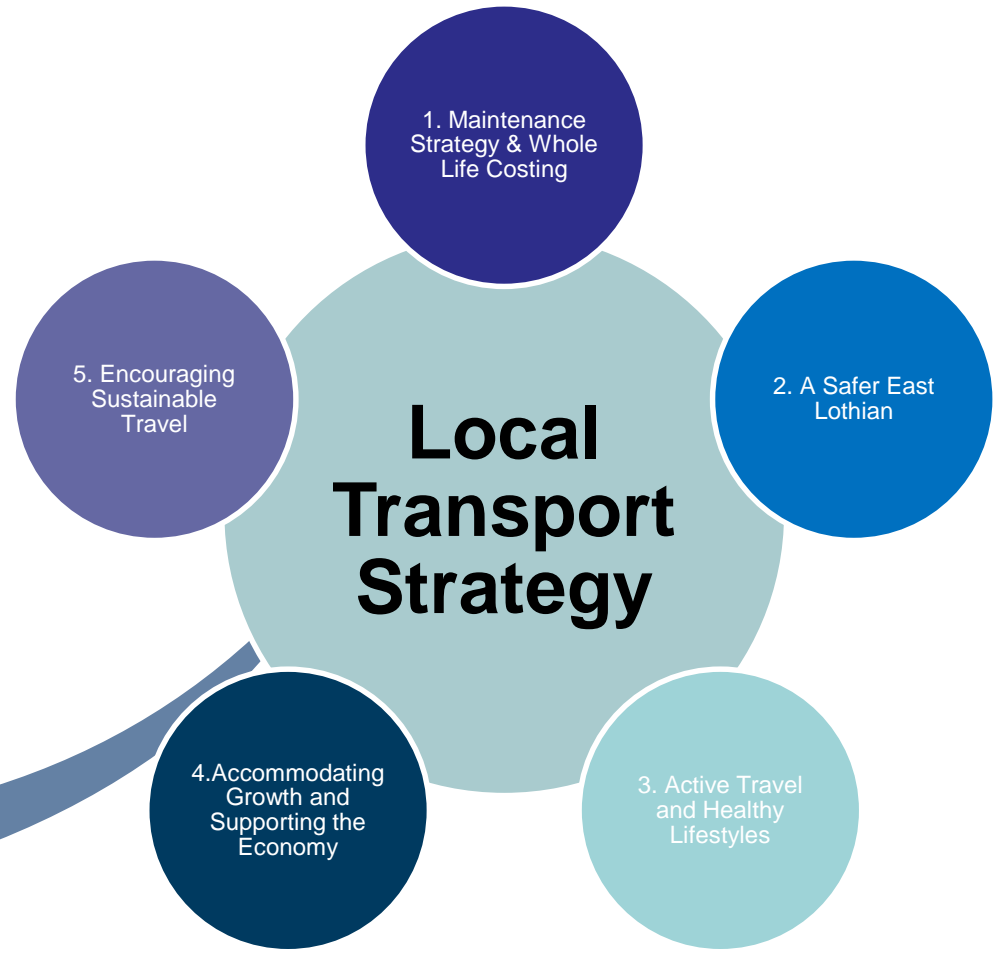
## 4.1 Strategy Overview

### Five Core Policies

The Council has identified five core Policies which provide the overarching framework under which the actions and measures to deliver the Local Transport Strategy all sit. These are closely aligned to the Objectives and are designed to address the identified Problems & Issues.

The five policies are summarised in the adjacent figure which also illustrates how they all, when combined together, form the strategy.

The rest of this chapter describes the Council's policy under each of these headings. It concludes by defining a series of Action Plans that will act as the mechanisms to deliver the key policies set out here and to deliver the Vision and Objectives of the LTS.



**4 x Action  
Plans**

## 4.2 Maintenance Strategy & Whole Life Costing (Policy 1)

### Why?

Maintenance of the local transport network is essential to ensure that it remains effective, efficient, safe and reliable to meet the needs of all users in East Lothian.

### Road Asset Management Plan

The Council is developing a Road Asset Management Plan (RAMP). This provides the means to enable the planning and prioritisation of maintenance work undertaken on the local transport network incorporating local roads, footpaths, cyclepaths, street lighting, bridges and other structures. By applying a systematic approach to asset management the Council can prioritise its limited resources to address the most critical maintenance requirements first. The RAMP will be reviewed and updated on a regular basis taking into account of annual budgets. It will also ensure that environmental impacts are fully considered through the adoption of appropriate environmental management and pollution prevention measures.

The maintenance of the local road network is a statutory responsibility of the Council covering 921km of adopted roads. This work, along with footway and cycleway maintenance, is undertaken in accordance with Well Managed Highway Infrastructure – A Code of Practice – October 2016”.



Road Asset Management Plan

Maintenance

Street Lighting

Well Managed Highways describes sustainability as a core objective of highways maintenance, together with safety, serviceability and customer service. The sustainability core objective comprises economic, social and environmental components. In the economic context, a sustainable approach requires that the costs of providing, operating, maintaining and disposing of an asset are minimised. Whole life costing enables these costs to be evaluated.

Whole life costing seeks to determine the total cost of ownership of an asset by identifying the direct and indirect costs that may occur during its lifecycle.

## Maintenance Strategy & Whole Life Costing

It provides a basis for comparing alternative maintenance strategies to identify the most economically beneficial approach.

Historically, maintenance decisions have been based upon short-term criteria which often ignore the future costs of operating and maintaining the asset. They also fail to optimise the timing of maintenance interventions to deliver maximum value. A whole life cost approach ensures that consideration is given to the maintenance requirements throughout the asset's lifecycle. Alternative intervention strategies can be evaluated in terms of future cost profiles and asset performance. This ensures that the most beneficial treatments are applied at the right time in order to maximise value and demonstrate long term value for money benefits.

An accurate understanding of the condition of the road network is essential to inform the prioritisation of this maintenance and to allocate resources accordingly. To assist this, road condition surveys are undertaken on a regular basis. Machine based road network surveys are undertaken annually as part of the Scottish Road Maintenance Condition Survey and these are supplemented by visual inspections as necessary.

Structures form an important part of the road network and include bridges, culverts, retaining walls and footbridges. The need for maintenance of a structure is identified through regular inspections at specified intervals. To enable maintenance to bridges and other structures to be carried out, the Council includes a capital allowance in its annual budget



for works such as bridge refurbishment, pointing and major structural enhancements at individual bridges where required.

Winter maintenance is provided to ensure roads and footways are kept as free from ice and snow as is reasonably possible within resource limitations. This is vital in ensuring the network is safe for users and that its efficient operation is maintained during periods of severe winter weather conditions when ELC treat up to 600km of roads and around 30km of footpaths.

## Maintenance Strategy & Whole Life Costing

Where possible, major roads and important bus routes are treated before ice forms and when it snows. After these, ELC treat secondary routes and finally minor routes, such as those in housing estates. ELC also deal with footpaths on a priority basis. Given the Councils limited resources, footpaths are not normally pre-gritted. In ice and snow, footpaths leading to schools, hospitals, health centres and shopping areas are treated first, along with routes that are heavily used. Main routes to housing follow then footpaths within housing areas.

Finally, the Council undertakes regular routine and cyclical maintenance activities like street sweeping, gully cleaning, grass cutting, pot hole filling, minor patching, etc. This work is carried out on an ongoing and responsive basis as necessary.

Overall, the Council is committed to maintenance of its assets to ensure they remain fit for purpose and meet the needs of residents, businesses and visitors to East Lothian.

### Street Lighting

The Council has a duty to provide and maintain lighting for roads including the control, design, delivery and maintenance of street lighting units. An ongoing programme of upgrades and replacements to life expired lighting columns is undertaken on a rolling basis as resources allow.

ELC will pursue the implementation of low energy LED lanterns when replacing life expired street lighting. LEDs offer several benefits in that they have extremely long lives as they do not



have filaments that can quickly burn out and they don't contain toxic chemicals like mercury, unlike traditional high-pressure sodium lamps. LEDs are highly energy efficient as they use 15% of the energy of an incandescent bulb while generating more light per watt. Due to their energy efficiency and long lifespan, LED streetlights are advocated as a means for reducing carbon emissions.

The Council is also exploring the potential to dim streetlights at particular times or in certain places to conserve energy. This is being tested through new sites.

## 4.3 A Safer East Lothian (Policy 2)

### Why?

It is of fundamental importance that people are, and feel, safe and secure when using the transport network in East Lothian. That extends to all modes of transport and all members of our community.

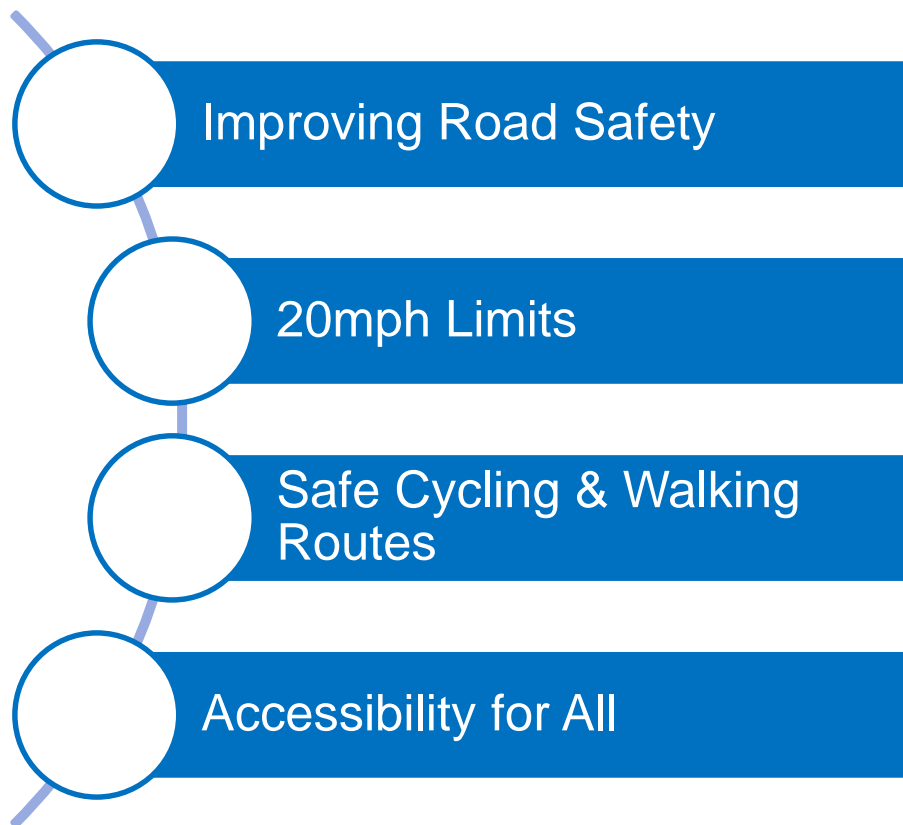
### Improving Road Safety

The Council will develop, implement, monitor and review on a regular basis a Road Safety Plan. This will help to prioritise investment in road safety measures to ensure they are as effective as possible and address the most problematic areas as a priority, including impacts such as climate change and the risk of flooding . Analysis of road traffic collision data will be undertaken to identify locations where interventions are required.

East Lothian Council apply the principals of the four E's of road safety which are defined as Education, Engineering, Enforcement and Encouragement.

The purpose of the first is to ensure that road safety education and training is delivered to all road users as a spiral curriculum. It deals with ideas and concepts such as hazard perception and management of personal risk in relation to the road environment and the development of coping strategies.

Road safety engineering is considered to be the physical



## A Safer East Lothian

construction or alteration of roads whilst endeavouring to create a road environment that is safer for all road users.

Enforcement of the road traffic laws is the responsibility of the Police and the Driver and Vehicle Standards Agency (DVSA) although some areas have been decriminalised and are now the responsibility of east Lothian Council. The aim is to focus upon enforcing the law, promoting road safety, investigating incidents and patrolling streets.

To make a measurable contribution to road casualty reduction, a safety culture must be engendered within the community which encourages individuals to accept responsibility for their own and others safety.

East Lothian council have identified a need to ensure that users take extra care when driving or riding on rural roads, especially in poor weather conditions, as seven out of ten fatal crashes occur in rural locations. In particular, users must be aware that, in certain circumstances, it will be safer to drive at a much lower speed than the speed limit.

This links closely to the Speed Limit Review undertaken by Transport Scotland which identified recommendations to reduce the speed limit across 44 sections of the trunk road network to improve road safety. Since the publication of the recommendations of the Speed Limit Review, Transport Scotland has been working to deliver these speed limit reductions.

### 20mph Limits



The introduction of measures to reduce speeding is an ongoing commitment of the Council. The Council has introduced experimental Orders to evaluate the effectiveness of 20mph speed limits where these are supported by local residents. It is not proposed that these limits are supported by the introduction of traffic calming measures and are therefore need to be self-enforcing. As a consequence of the Scottish Governments consultation on Proposed Restricted Roads (20mph Limit) (Scotland) Bill further trials will be postponed until a clear direct of travel in known. The introduction of 20mph speed limits is an effective treatment of residential roads but not considered appropriate on main arterial urban roads. A detailed assessment of vehicular speeds, road environment and traffic use in accordance with the Councils Speed limit policy will require to be undertaken to determine appropriate speed limits and interventions as necessary.

# A Safer East Lothian

## Safe Cycling and Walking Routes

Ensuring people have access to safe cycling and walking routes is a key priority for the Council. East Lothian Council will continue to implement measures aimed at delivering these goals such as ongoing reviews of pedestrian crossing locations to ensure that desire lines are being catered for, provision of additional pedestrian crossings and options to potentially lower speed limits on lightly used rural roads to encourage their greater use by cyclists. East Lothian council will also explore opportunities to reallocate road space to pedestrians and cyclists where this can be achieved without significant adverse impacts on the efficiency and performance of the road network. East Lothian Council will also provide and maintain key off-road routes including parts of the Core Paths network and National Cycle Network.

The Council supports and applies the principles of the Scottish Government's 'Designing Streets', its best practice guidance on street design. It puts an emphasis on place making rather than standards based design aimed at accommodating traffic with the needs of pedestrians and cyclists given greater priority. The principles of 'Designing Streets' will be applied to all new developments and a key consideration when designing amendments to existing urban areas. In conjunction with applying national design standards, the Council will take the opportunity to review its own standards for development roads to ensure a consistent message and guidance is available to designers and developers.

Any physical changes to the infrastructure, especially the provision of off-street cycle routes and paths may require negotiation over 3<sup>rd</sup> party land and where this is necessary the environmental impacts of planned improvements should be given due consideration.

## Accessibility for All

It is essential that all members of society have the ability to access services like education, healthcare, shops and leisure facilities to prevent problems of social exclusion and deprivation from developing. East Lothian currently does not suffer from high levels of deprivation but is dependent on the wider Edinburgh city region for many services and, in particular, employment opportunities. This dependence means that good transport links to neighbouring areas are essential with public transport services being vital for those without access to a car.

A key consideration for all, particularly those at most risk of discrimination and social exclusion, is safety and security using our transport network and services. This relates to both road safety and personal security when walking, cycling, waiting at bus stops or trains stations and when on public transport services. Some of the most at risk are those who have no access to private and / or public transport or are restricted from using them by physical or mental impairments. No specific problem with the safety and security of our network or services has been identified but the Council appreciates the need to improve accessibility wherever possible and will continue to deliver enhancements for all and to remove barriers to transport.

## 4.4 Active Travel and Healthy Lifestyles (Policy 3)

### Why?

Active travel offers a number of benefits both to the individual through enhanced fitness as part of a healthy lifestyle and at wider level by reducing the number of car journeys taken therefore cutting greenhouse gas emissions and impacts on climate change. Encouraging people to undertake more active travel is consequently a priority and here we set out measures that will help to deliver this.

### Travel Plans

Travel behaviour can be influenced by soft measures which encourage people to voluntarily change their travel habits. Travel Plans are one of the most commonly used soft measures. A Travel Plan is a general term for a package of measures tailored to the needs of an organisation aimed at promoting more sustainable travel by reducing reliance on single occupancy car use.

They are frequently used to influence how people access a new development and thereby to minimise traffic and parking demands generated by land-use proposals. The Council may specify the need for a Travel Plan for any development deemed to have significant transport implications and will require one for all developments having undergone a Transport Assessment. They should set realistic targets for sustainable travel and be reviewed regularly to check if these are being delivered.



The Council published its Travel Plan in 2010 but this was never implemented. The Council has now updated its Travel Plan 2017 – 2022 and will introduce this early into the lifetime of the LTS. Its overarching goal is to *‘Reduce the impact of Council related travel on the local and global environment.’*

East Lothian Council will also explore opportunities to deliver Personalised Travel Planning (PTP) in East Lothian. PTP is a well-established method that encourages people to make more sustainable travel choices. This is achieved through the provision of information, incentives and motivation.

# Active Travel and Healthy Lifestyles

## Influencing Active Travel

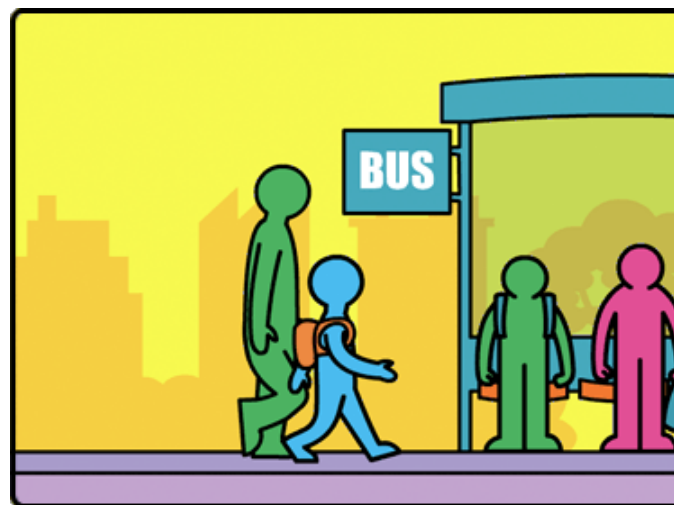
Active travel is being promoted as part of a healthy lifestyle and East Lothian Council is committed to delivering behaviour change to reduce the use of cars where walking and cycling can be used instead. The NHS is keenly promoting the benefits of active travel and the ways in which it can be achieved with only minor lifestyle changes.

*Making active travel choices can be an easy way to fit activity into your day. It can take a little longer and you may not be able to do it for all your journeys, but you may be surprised where you can swap the car or public transport for two legs or two wheels. If you can walk or cycle instead of driving or taking public transport, it can also be good for your pocket, as well as the environment.*

The Council is committed to delivering projects aimed at enabling behaviour change. This is illustrated by the work undertaken with funding awarded from Paths for All 'Smarter Choices, Smarter Places' to deliver two projects promoting active travel. The first involved delivery of a sustainable transport framework for visitors to RSPB events at Levenhall whilst the second focussed upon Local Action Planning through community engagement. This was achieved by a series of mini-conferences at the local level to highlight to the public the travel options available to them and offer personal travel planning service to assist people in making their regular journeys by sustainable transport. They also developed Action Plans with priority measures to improve each area.



When it's local, walk. Whether it's grabbing some milk, picking up the kids, or something you get delivered locally, pick it up instead.



Walk to the next bus stop on from the one you usually get on at.

# Active Travel and Healthy Lifestyles



## Cycling & Walking Networks

Cycling and walking is an excellent way of delivering a range of health and social benefits by raising life expectancy, increasing workforce productivity, reducing absenteeism and increasing participation in the labour market by decreasing the number of people on incapacity benefit.

East Lothian offers a great range of opportunities for cycling especially for new cyclists or those who want to go out on a leisurely ride with the family. It's mainly flat making it ideal for beginners. The coastal road offers views across the Firth of Forth, where the road follows the sea and the coastal villages, whilst inland routes trail the rolling countryside leading to the Lammermuir hills.

East Lothian is also compact making it easier to visit many places of interest in one day. The Council has created six maps, each one concentrating on the routes in a specific area, to encourage use of the cycle network and highlighting the places of interest, visitor attractions, places to eat and shop. Two routes are designed for the average cyclist seeking a leisurely cycle taking in some attractions. Another has been created to be longer incorporating the 3 main off-road paths linked by minor roads and the John Muir Way. Each route starts in a town and is circular with opportunities to make shorter or longer journeys.

East Lothian Council will continue to develop and enhance our cycle route network within the context of a comprehensive Cycling Strategy linked to regional and national strategies. This will also complement wider work to deliver and support the development of the Central Scotland Green Network. We are investigating an East Lothian Segregated Active Travel Corridor, which would connect our major settlements to Edinburgh and beyond with spurs to local towns and villages.

Any planned improvements to the physical infrastructure will need to be carefully planned and where proposed improvements are likely to impact 3<sup>rd</sup> party land then it will be essential to ensure that environmental impacts of proposed alterations are considered at an early stage in the design process. Care will also be required in respect of ecological impacts with sensitive mitigation measures considered, where appropriate.



# Active Travel and Healthy Lifestyles

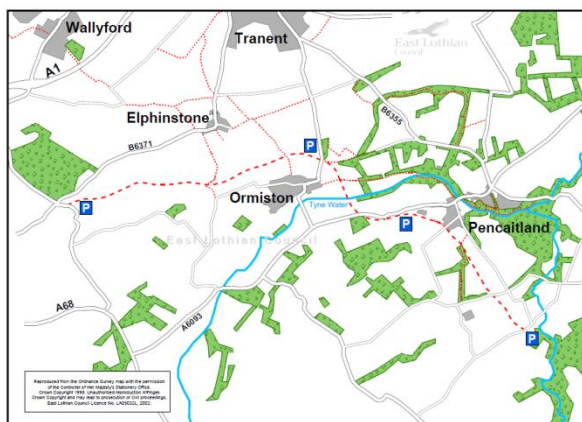


## Cycling & Walking Networks

The Council has a system of Core Paths forming a basic network in East Lothian linking to the wider network of paths around the county. Core paths can be anything from a tarmac path to a grassy field margin providing a wide variety for users. Whilst each path may only suit particular users, the network as a whole provides for walkers, cyclists, horse-riders and people of varying abilities.

East Lothian offers a great variety of landscapes for walking with the Lammermuir Hills to the south, a coast of beaches and cliffs and an expanse of arable farmland in between. Many paths take in the landscape and features including river valleys, woodlands, bays and historic sites. Leaflets of the walks have been produced. Some of the main walking routes include:

- John Muir Way: a continuous path, which extends for almost 73km, linking us with the City of Edinburgh and the Scottish Borders;
- Pencaitland Railway Walk: a level path that runs for 11km from near West Saltoun to Crossgatehall, near Carberry; and
- Lammermuir Hills: the Scottish Rights of Way Society has produced a leaflet about the hill tracks detailing some longer, more remote walks.



Walking and cycling are also important modes of transport for local journeys and East Lothian Council support their use with appropriate infrastructure like dropped kerbs, signage, pedestrian crossings, cycle lanes, cycle parking and cycle advanced stop lines at junctions. The need for these measures is assessed regularly on a case by case basis. Area wide schemes may also be implemented where benefits can be demonstrated. For example, we are exploring an experimental pedestrian scheme on the eastern end of North Berwick High Street.

## 4.5 Accommodating Growth and Supporting the Economy (Policy 4)

### Why?

There are ambitious growth plans for East Lothian which will see significant new development take place over the lifetime of the LTS and beyond. Parts of our transport network are already under pressure and it is essential that ELC plan to accommodate the transport impacts of this growth to facilitate local economic growth.

### Parking Strategy & Enforcement

The Council is implementing a comprehensive Parking Management Strategy to improve efficiency of the current supply and reduce negative impacts of parking on our communities. A 'toolkit' of measures will be applied including:

- Parking Management: interventions to maximise the efficiency and operation of existing parking provision;
- Parking Supply: measures to control the off-street and / or on-street parking provision available;
- Enforcement: measures to control the usage and turnover of parking and restrictions are adhered to;
- Demand Management: intended to reduce parking demand and maximise use of other transport modes.

These will be applied on a sliding scale with settlements experiencing greater problems receiving more actions than those where parking issues are minor. Crucially, implementation will be linked to delivering improved air quality in town centres and reducing carbon emissions.

### Environmental Impacts & Appropriate Mitigation

It will be essential to ensure that the suitable siting, design and mitigation techniques are adopted to minimise likely adverse effects on the environment as early in the design process as possible, to ensure that known risks are considered and mitigated early in the process.



# Accommodating Growth and Supporting the Economy

## Traffic Management & Road Infrastructure

The Council supports a number of schemes to enhance the strategic road network serving East Lothian including:

- Dualling of the A1 from Dunbar to the Scottish border;
- Upgrading the A1 Bankton, Dolphingstone and Salter road junctions;
- Upgrading the A1 Old Craighall junction; and
- A1 junction safety improvements south of Dunbar.

These improvements all interface with the Trunk Road network which is the responsibility of Transport Scotland. However, proposals to improve the junction performance at Bankton, Dolphingstone and Salters junctions will be delivery by East Lothian Council as the majority of the intervention lies on the local road network.

## Rail Services & Infrastructure

Whilst East Lothian Council has no control over the rail network or the services on it the Council supports improvements to rail services and infrastructure through liaison with rail industry partners like Network Rail, ScotRail and Transport Scotland. In addition, the Council supports improved access to stations through better walking and cycling routes as well as Park & Ride provision and will also continue to support delivery of integrated ticketing schemes.

### Rail Services

Provide a local train service to Dunbar

Improve frequency of train services to North Berwick

Provide through train services beyond Edinburgh to destinations like Bathgate

Liaise with operators and Transport Scotland for rail service enhancements

### New Rail Lines & Stations

Re-open Haddington rail line

Provide a new station at East Linton

Musselburgh parkway station (linked to Queen Mary University and business land)

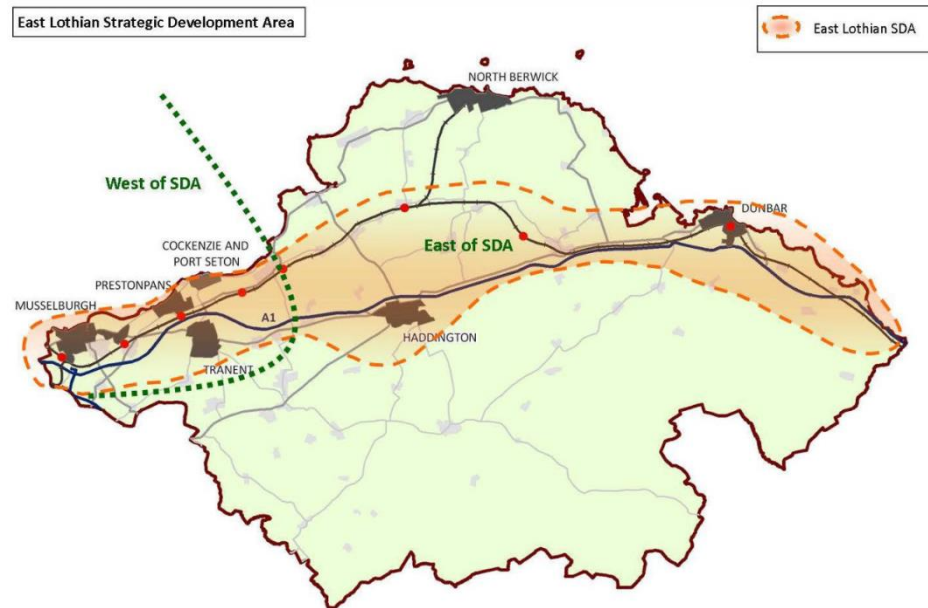
Station and Park & Ride at Bankton to serve proposed Blindwells development

# Accommodating Growth and Supporting the Economy

## Transport for Development & Supporting Regeneration

The LTS supports the emerging East Lothian Local Development Plan and its aspiration to deliver up to 10,050 additional housing units by 2024. The Plan has adopted a compact land use dispersion that will largely be focussed along the Strategic Development Area (SDA) shown in the adjacent figure which closely follows the main transport corridors of the A1 and ECML. Transport measures required to support development are set out in the following pages.

Blindwells has been identified as a location with significant long term growth potential. Current allocations could deliver 1,600 homes and 10ha of employment land by 2024. It consequently presents a major opportunity to create a large, accessible, mixed community in the heart of East Lothian but will need supported by appropriate transport infrastructure. Mitigation will be required of the Trunk and local road impacts, including at A1 Old Craighall junction, arising as a result of the cumulative impact of development and the safeguarding of land for a new rail halt together with other measures intended to reduce travel by private car.



In addition to Blindwells, the ambitious masterplan for the former Cockenzie power station has been developed which proposes key deliverables over the 25-year life cycle including 90,000 sqm of employment space and approximately 3,500 jobs.

Scottish Planning Policy requires development plans to identify a network of town centres as they are an important part of the settlement strategy, being a focus for a wide mix of land uses. The LTS supports the regeneration and economic vitality of town centres through measures to reduce congestion and improve town centre parking. Overall, the Council supports development which minimises car use and maximises opportunities for travel by walking, cycling and public transport.

# Accommodating Growth and Supporting the Economy

## Musselburgh

- Capacity of the Old Craighall Junction, Signal control of A1 off-slip and A720 approaches with local widening.
- QMU All-Ways Interchange. Addition of westbound on and off-slips. The junction providing access to the QMU campus and adjacent employment land will be modified to provide on and off ramps in both directions.
- Salters Road\A1(T) Interchange Improvements. Local widening on Salters Road and optimisation of signal control staging, phasing and timings.
- Signalised controlled junctions at A199/ New Street, A199/ Linkfield Road, and Pinkie road/ Inveresk road to regulate demand in the town centre, measures to mitigate town centre demand, the management of vehicle and indiscriminate parking, the promoting of TRO's and the provision of enhanced walking and cycle infrastructure.
- Provision of an active travel corridor which includes a segregated walk and cycle route extending from Musselburgh to Dunbar, via Blindwells and Haddington.

- Rail station capacity enhancements with extended platforms and possible parking provision at Musselburgh and Wallyford in the longer term.
- Commissioning of a feasibility study to determine and future proof infrastructure requirements to support and enhance active travel choices in Musselburgh

## Prestonpans

- Mitigation of impacts at Old Craighall Junction and improvements to Bankton interchange.
- Bankton Interchange\A1(T) Interchange Improvements and A198 Link Improvements. Signal control of northern roundabout with local widening. Redesign of southern roundabout with local widening. Dualling of A198 from Bankton northern roundabout, tapering back to single before Meadowmill roundabout.
- Provision / safeguarding land for a new rail halt at Blindwells.
- Meadowmill Roundabout Junction Improvements. Redesign of roundabout and local widening
- Potential for new road connections over land at and around Cockenzie Power

Station and its former coal handling yard in support on masterplan.

- Provision of active travel corridor which includes segregated walk and cycle route extending from Musselburgh to Dunbar via Prestonpans station, Blindwells and Haddington.
- Rail station capacity enhancements with extended platforms and parking at Longniddry and Prestonpans ,short and medium term respectively.

## Tranent

- Mitigation of impacts at Bankton interchange.
- Dolphingstone\A1(T) Interchange Improvements. Local widening and optimisation of signal control staging, phasing and timings
- Traffic impacts of housing allocations will be mitigated by introduction of a one-way system in town centre.
- Tranent may benefit from the introduction of any new rail facilities at the Blindwells development.

# Accommodating Growth and Supporting the Economy

## Haddington

- Development in Haddington may result in some traffic impact on the local road network, including town centre. The LDP cumulative traffic assessment indicates limited impacts. East Lothian Council's Road Service can facilitate any more detailed modelling exercise if this should be required.
- Provision of active travel corridor which includes segregated walk and cycle route extending from Musselburgh to Dunbar, via Blindwells and Haddington.
- Work on a Town Centre Access Strategy and externally funded Streetscape Project commenced in early 2017.
- The development of a local transport based micro-simulation model to predict and model traffic demand in the Haddington area.

## Dunbar

- At East Linton a new rail station is being supported with commitment to it's delivery from East Lothian Council and the Scottish Government.
- Provision of additional pedestrian and cycle access route under the ECML linking northern and southern parts of the town will be required in association with any new development.
- Provision of active travel corridor which includes segregated walk and cycle route extending from Musselburgh to Dunbar via Blindwells and Haddington.
- The holding of a Town Charrette was to establish local plan priorities and list intervention measures to promote sustainable travel options.
- The development of a local transport based micro-simulation model to predict and model traffic demand in the Dunbar area.

## North Berwick

- Traffic and parking management measures are being considered to accommodate the significant visitor numbers the town experiences, particularly during the Summer.
- Development in the area may have an impact on the local road network dependant upon scale. Appropriate mitigation measures may be required.
- A Town Charrette was carried out in 2017 and list of intervention measures to promote more sustainable travel has been compiled for future implementation which is currently unfunded.
- The development of a local transport based micro-simulation model to predict and model traffic demand in the North Berwick area.

## 4.6 Encouraging Sustainable Travel (Policy 5)

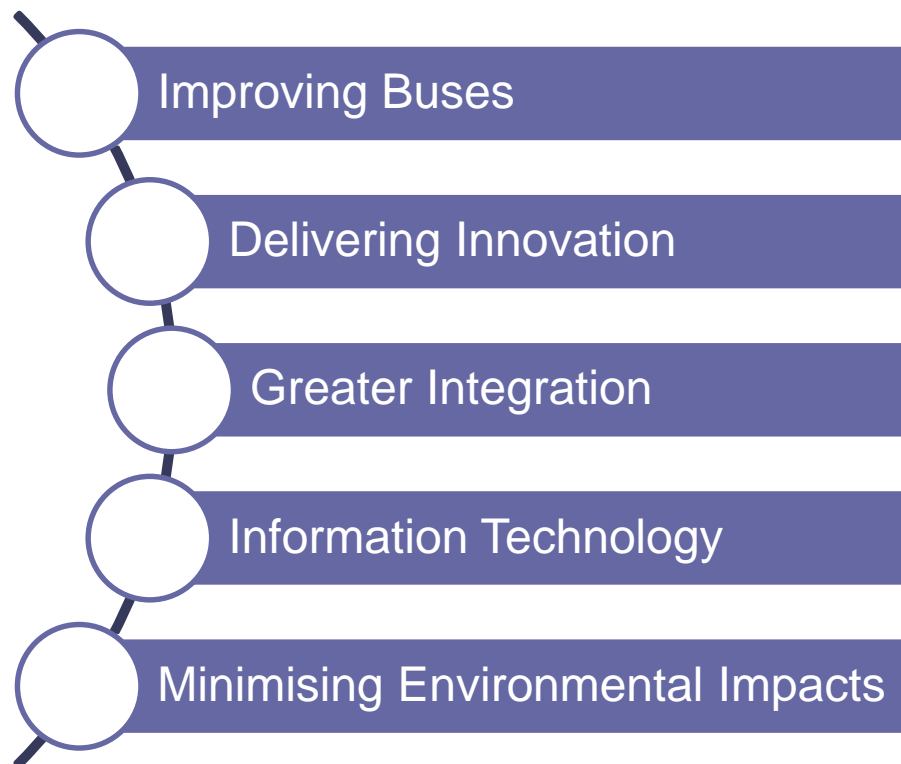
### Why?

Encouraging more sustainable travel patterns is crucially important to address global climate change issues. To do this there is a need to ensure that people have access to alternatives to car use and information about how to use them. In addition, application of transport innovations can also play a key role in encouraging sustainability.

### Improving Buses

Bus services are provided on a commercial basis by bus operators, shown opposite, with some services deemed necessary for social inclusion purposes that are not provided commercially being subsidised by the Council. East Lothian Council is committed to maintaining Council supported bus services where it can be demonstrated that these are offering value for money for the public by supporting social inclusion and accessibility. It is recognised that long term viability of routes is extremely challenging considering budgetary pressures and hard choices might have to be taken to prioritise routes. In this regard the Council will prioritise limited resources to support the services which will deliver the greatest benefits.

Delivering wider improvements to the bus network in East Lothian will require close partnership working with bus operators and ELC will continue to liaise closely with them to ensure the network has adequate coverage and is fit for purpose. The Council has statutory powers in the form of Quality Partnerships and, more binding, Quality Contracts



### Bus Operators

E&M Horsburgh  
Eve Coaches

Lothian Buses  
Border Buses

Prentice Coaches  
East Coast Buses

## Encouraging Sustainable Travel

# EAST LoTHIAN BUS PASSENGER CHARTER

### Bus Companies will ensure

- Fares are easy to understand and easily available before boarding
- Timetables and route maps are up to date, clear and easily available
- For less frequent services, timetables are displayed in buses and are available from drivers on request
- Drivers are courteous, helpful and professional
- Buses are accessible and drivers trained to offer reasonable assistance to those who need it
- Buses are clean, comfortable and reliable
- Feedback procedures are publicised on company timetables and websites
- Stakeholders are consulted about developing or changing services
- For 'hail and ride' services passengers will be picked up or dropped off where it is safe to do so

### Passengers will

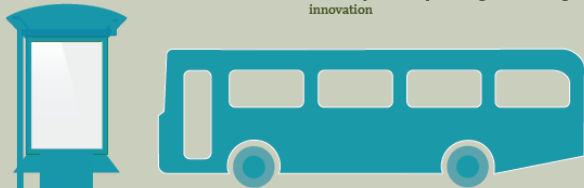
- Be courteous to the driver and to other passengers
- Take litter home, not leave it on the bus
- Respect the bus stop structures and environment
- Adhere to the driver's requests and instructions
- Refrain from distracting the driver when the bus is moving

### East Lothian Council will ensure

- Bus stop structures are clean and welcoming
- Timetable displays at all major and most minor bus stops are up to date
- Clear route information such as maps or diagrams is available at all major stops
- Major bus stops are prominently located and identifiable
- Bus stops are marked on all maps of the area produced by ELC
- Bus travel is prioritised over car travel when giving directions to its facilities on its websites or in literature
- That buses have been allocated adequate space to pull in and out and that passengers can board safely

### East Lothian Council, Bus Companies and Passenger Groups will work together to

- Consult users regularly about bus services and hold meetings at which bus users can have a say
- Co-operate towards providing integrated bus timetables at appropriate bus stops
- Agree a main bus stop or public transport information hub in each major town
- Ensure that all services stop at these hubs to facilitate service interchange
- Improve communication with the public
- Promote public transport benefits to increase patronage
- Promote partnership working and encourage innovation



that can be used to facilitate improved bus services from operators in return for commitments from the Council to enhance infrastructure like shelters and bus priority measures. East Lothian Council will explore the implementation of a Quality Partnership as a mechanism to enhance bus services and infrastructure.

This would build upon the partnership work undertaken to develop the East Lothian Bus Passenger Charter. It launched in April 2014 and represents a partnership between the Council, five local bus operators and RELBUS (Rural East Lothian Bus Users). The aim of the charter is to provide a clear commitment to passengers of the standards of service required and provided by bus services across the county. Ensuring ongoing adherence to the charter is one of our key priorities in relation to bus service provision.

The Council funds demand responsive transport (DRT) for people with mobility restrictions through the Dial-a-Bus and Dial-a-Ride service. Dial-a-Bus provides transport from home to local shopping centres for people who can't travel by ordinary bus whilst Dial-a-Ride provides door-to-door transport for people with limited mobility. There are currently no DRT services for the general public following the withdrawal of the Gaberlunzie service. Analysis undertaken for the Council identified there may be merit in introducing DRT services in the rural parts of East Lothian and ELC will continue to keep the case for this under review. In addition, there may be scope to deliver improved local transport through more coordinated and integrated provision of community transport by pooling the vehicles available across the current Council and voluntarily provided schemes. We will continue to explore these opportunities and to support community transport schemes.

## Encouraging Sustainable Travel

The Council also has responsibility for ensuring that bus infrastructure is of a suitable standard including maintenance and renewal of bus shelters and associated bus stop facilities. East Lothian Council will upgrade bus stop infrastructure where necessary and funding permits to improve passenger experience. This will include measures such as new shelters, seats, information panels and lighting. Where congestion can be proved to be impacting on bus journey times and their reliability ELC will also explore the potential for introducing bus priority measures. In addition, ELC will seek to deliver enhanced bus integration and interchange facilities on key corridors and in main town centres including interchange with other bus services and between buses and trains.

### Delivering Innovation

East Lothian Council will support the implementation of infrastructure to encourage the use of electric vehicles and where appropriate, hydrogen storage facilities for public and/or commercial use and assist Transport Scotland in the delivery of public charging points. There are currently six charging points in East Lothian and East Lothian Council will seek to expand this as resources allow. The Council has also, through funding provided by Transport Scotland, provided three electric vehicles for the car club scheme provided through Carplus. Car clubs provide pay-as-you-drive access to vehicles on an hourly or daily basis, 24 hours a day, 7 days a week. Members book cars online, by mobile app, or over the phone and access car club vehicles via a smart card and are billed for their use monthly in arrears. East Lothian Council will continue to support the further provision of electric car club vehicles where practicable and funding permits.

The Council, working in partnership with SEStran, has also delivered an online lift sharing service which can be accessed at [www.tripshareeastlothian.com](http://www.tripshareeastlothian.com). Tripshare has been created so that you may actively search for other members who are doing similar journeys at similar times. It has the capability of matching all types of journeys including car journeys but also allows people to share taxi journeys and to choose to cycle and walk together.



**TripshareEastLothian.com**  
*start the day with a pick me up*

# Encouraging Sustainable Travel

East Lothian Council will explore the feasibility of introducing a bike hire scheme in our main towns. Such a scheme would see a number of bikes located around the local authority area which can then be rented for as little as half an hour or for a period of 24 hours or longer. A similar scheme has recently been introduced in Glasgow and has been hugely successful. Whilst any scheme in East Lothian would obviously be designed to meet the needs of smaller towns and its more rural setting the lessons learned and best practice from the experience in Glasgow, elsewhere around the UK and beyond can nonetheless be applied.

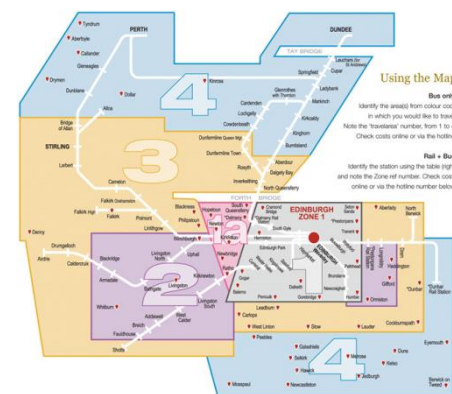
To reduce the need to travel ELC will seek to encourage alternative work patterns like working from home, compressed working hours, peak spreading and creation of local workplace 'hubs' to minimise the need to travel to centralised offices.

The Council will support improvements to information provision on all modes of transport.

## Greater Integration

East Lothian Council have identified a need to improve integration between all modes of transport in East Lothian but, in particular, to ensure that our public transport services are seamlessly linked and that our local walking and cycling routes feed into the public transport network and link to key local services like schools, shops and GPs through interventions like the Segregated Active Travel Corridor. East Lothian Council will work with bus operators to deliver integration between bus services and the wider transport network wherever possible and will keep our walking and cycling networks under review to identify opportunities where integration could be improved.

The Council encourages integrated ticketing schemes and, in partnership with Transport Scotland, SEStran, Abellio, ScotRail and bus operators will continue to support appropriate technologies and initiatives going forward.



# Encouraging Sustainable Travel

## Information Technology

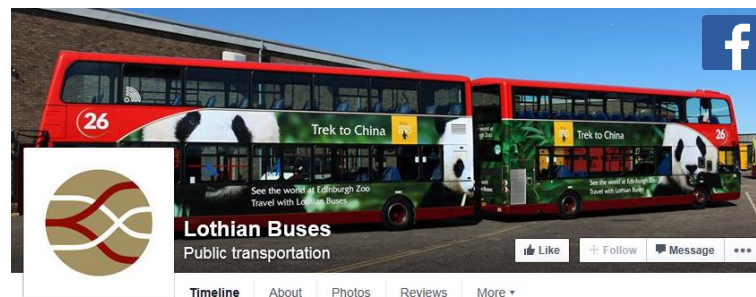
Journey planners like Traveline Scotland allow comparison between a variety of modes of transport for a given journey. These services are also now making use of mobile phone apps. The award-winning Traveline Scotland app, shown adjacent, provides comprehensive journey planning information. ScotRail, Lothian Buses and First East Scotland all offer free mobile phone apps allowing users to check travel times, disruptions to services and, for some, buy tickets online.

Social media is also a powerful tool to inform people about their travel choices and up to date with incidents on the transport network. Many transport operators have Twitter and Facebook feeds including Lothian Buses, East Coast Buses, ScotRail, Transport Scotland and Traffic Scotland. Social media is consequently becoming an important way to keep people informed about their journeys.

It is also being used to encourage active travel and healthy lifestyles. Active East Lothian is the Council's one stop shop for all things sport and activity. Along with a website, it uses Twitter to promote events and encourage people to take part in sport and activities.

Improvements in the quality and coverage of public transport information may also stimulate modal shift from car use. For buses, real-time information systems that check if buses are running on time and display this information to passengers at stops can be installed.

The Council will continue to use and explore further opportunities to use IT measures to improve information delivered to the public and encourage the use of sustainable travel as a result.



East Lothian Council

# Encouraging Sustainable Travel



## Minimising Environmental Impacts

The measures and policies outlined to encourage sustainable travel will play an important role in helping the Council deliver in relation to its obligations defined in the National Air Quality Strategy. Emissions are a key consideration in relation to climate change and it is important to take steps to minimise them wherever possible. The air quality in Scotland is generally better now than it has been at any time since before the Industrial Revolution. These improvements have been achieved through the introduction of legislation enforcing tighter controls on emissions of pollutants from key sources, notably industry, domestic combustion and transport. East Lothian Council recognise the need to continue to deliver improvements in air quality through minimising transport related emissions.

At a local level an Air Quality Management Area (AQMA) has been declared in Musselburgh and covers the area around the High Street (A199) from its junction with Newbigging and extending westwards to the junction with Bridge Street and Mall Avenue. The order declaring an air quality management area came into effect on 13<sup>th</sup> November 2013. This followed monitoring of the air quality which revealed that levels of nitrogen dioxide (NO<sub>2</sub>) were slightly above the average annual level specified in the national air quality objectives. The main source of the NO<sub>2</sub> pollution is from road traffic and the Council will consider ways in which the traffic related air pollution can be reduced. Monitoring of nitrogen dioxide continues within this area and an Action Plan will be produced in due course.

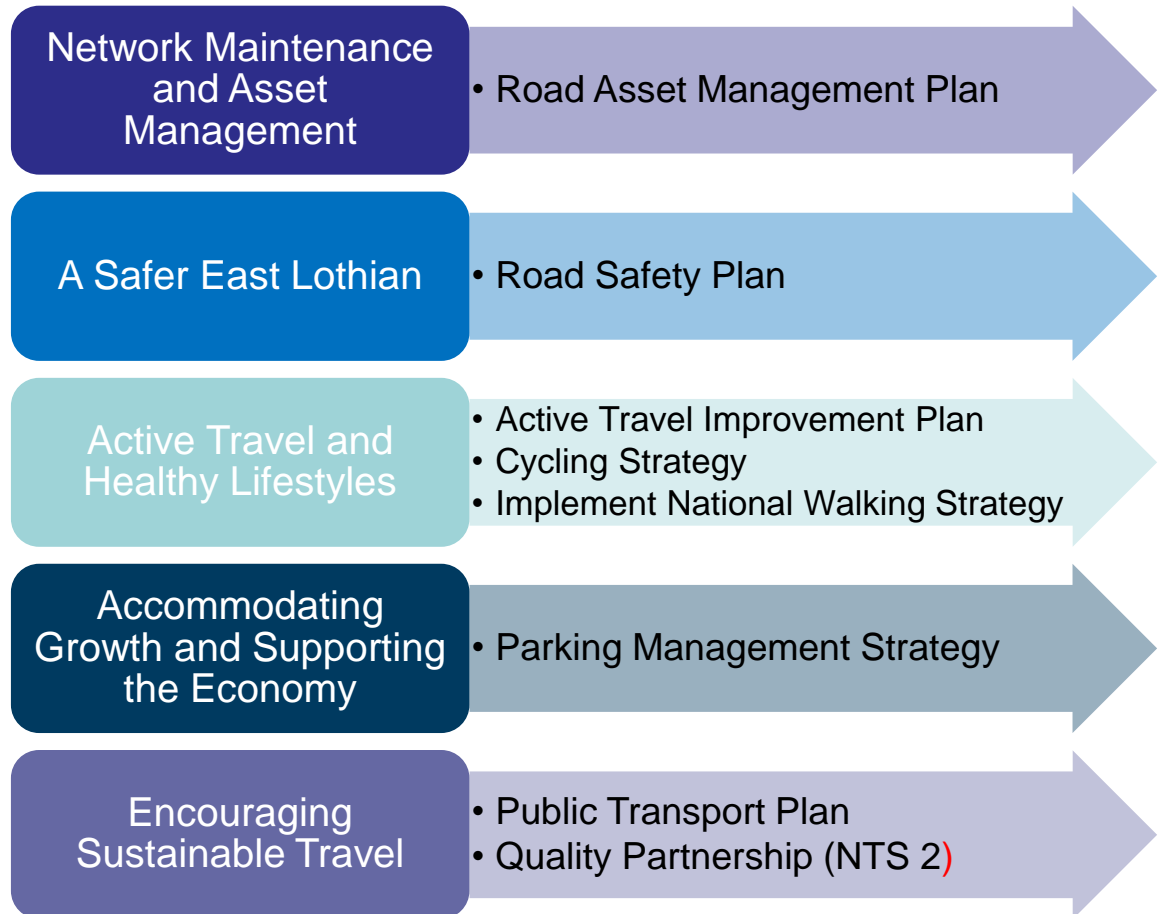


## 4.7 Action Plans

### Strategy Implementation

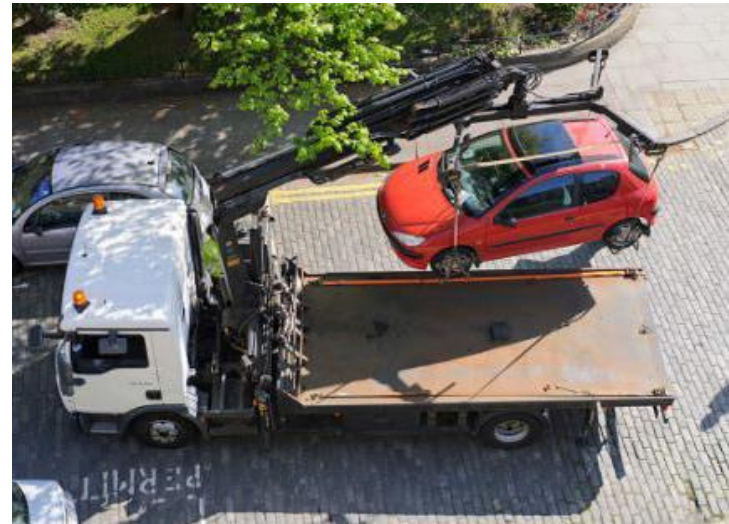
To deliver each aspect of the strategy outlined previously the need for a series of distinctive Action Plans has been defined. These are outlined in the adjacent figure.

Each Action Plan will deliver a specific element of the LTS and, cumulatively, they will ensure that the strategy is implemented as a whole. The decision to develop these Action Plans was based upon the need to translate policy into deliverable solutions and recognition that the responsibility for delivering various aspects of the LTS will be devolved to many different teams and individuals within the Council and, in some instances, involve external organisations like transport operators as well. It is essential therefore that each responsible group can take ownership of delivering their own elements of the LTS.



The Action Plans will accompany the Strategy. All will remain live and constantly under review during the lifetime of the LTS to ensure their relevancy is maintained and is up to date. The development of a Public Transport Plan and Quality Partnership will be based on possible legislative changes being considered with regard to the NTS. Linked to the Active Travel Improvement Plan, it is also intended to develop a Cycling Strategy to support the LTS.

## 5. Monitoring & Evaluation



## 5.1 Indicators and Targets

It is essential that East Lothian Council monitor the success of the LTS to determine whether it is achieving the Vision and Objectives ELC set out in Chapter 3. To undertake this ELC have defined a series of Indicators and Targets linked to the Objectives that will allow this progress to be measured. These are set out in the following table.

Indicator	Target	Baseline	Obj 1	Obj 2	Obj 3	Obj 4	Obj 5	Obj 6	Obj 7
1. Modal share for travel to work.	Reduce levels of car use and increase use of sustainable modes including walking, cycling and public transport by 2024.	Key Statistics Section A		✓	✓				
2. People that drive every day.	Reduce people that drive every day to at least align with the national average (currently 42%) by 2024.	Key Statistics Section B	✓	✓	✓	✓			
3. Traffic growth over a 10 year period.	Reduce rate of traffic growth over a rolling 10 year period to at least align with the national average (currently 8.3%) by 2024.	Key Statistics Section E	✓	✓	✓	✓			
4. Roads needing repair.	Reduce percentage of roads needing repair to 30% by 2024.	Key Statistics Section E	✓		✓				✓
5. Households with access to a bicycle.	Increase households owning a bicycle to 55% by 2024.	Key Statistics Section F	✓	✓	✓	✓	✓	✓	
6. People that walk regularly as a means of transport.	Increase people that walk regularly as a means of transport from 75% to 80% by 2024.	Key Statistics Section F	✓	✓	✓	✓	✓	✓	
7. Fatal, serious and total road accident casualties.	In comparison to the 2012-2016 average, achieve a: <ul style="list-style-type: none"> <li>• 40% reduction in people killed by 2024; and</li> <li>• 55% reduction in people seriously injured by 2024.</li> </ul>	Key Statistics Section C	✓						✓

Indicator	Target	Baseline	Obj 1	Obj 2	Obj 3	Obj 4	Obj 5	Obj 6	Obj 7
8. Park and Ride provision.	Increase official Park and Ride spaces by a minimum of 10% by 2024.	Key Statistics Section I		✓	✓		✓	✓	
9. Train station passengers.	Increase patronage at all train stations on a year on year basis up to and including 2024.	Key Statistics Section J		✓	✓		✓		
10. Supported bus services spend.	Reduce expenditure on supported bus services on a year on year basis up to and including 2024 whilst maintaining adequate bus service coverage.	Contracts covering 13 routes costing over £850k per annum.		✓	✓	✓	✓		
11. Community transport initiatives operating.	Maintain as a minimum current geographical and passenger coverage of Community Transport initiatives up to and including 2024.	5 existing Community Transport Schemes		✓	✓	✓	✓		
12. Pedestrians using town centres.	Increase pedestrians using town centres on a year on year basis up to and including 2024.	No baseline data	✓		✓				✓
13. Parking turnover in town centres.	Increase parking turnover in town centres on a year on year basis up to and including 2024.	No baseline data	✓				✓	✓	
14. Areas amongst the most deprived in Scotland.	Maintain and, if possible, reduce the number of datazones within the 15% most deprived in Scotland up to and including 2020.	3 of 976 datazones in 15% most deprived in Scotland (SIMD 2012)				✓	✓		
15. Housing completions by area.	Ensure all new housing developments are accessible by a range of transport modes not just by car up to and including 2020.	Not Applicable		✓	✓	✓	✓	✓	
16. People claiming jobseekers allowance.	Maintain existing levels as a minimum and seek to reduce proportion of people claiming jobseekers allowance by 2020.	Key Statistics Section G					✓		
17. People economically active.	Maintain existing levels as a minimum and seek to increase the proportion of people economically active by 2020.	Key Statistics Section G					✓		

## 5.2 Timescales and Reporting

The progress towards achieving the Targets and delivering the Objectives will be monitored on a regular basis throughout the lifetime of the LTS. Each Action Plan will contain further Performance Indicators specific to their theme.

The data required to undertake this analysis is mostly readily available through existing sources, although some will need to be collected by the Council. However, some of the readily available data is only collected or updated every couple of years. The Council will therefore undertake monitoring and evaluation on a biannual basis as this will enable a sufficiently regular assessment to be carried out to identify whether the LTS is successfully delivering what it set out to achieve whilst still providing enough time for the necessary data to be collected and updated.

The monitoring and evaluation will incorporate both a Process Evaluation and an Outcome Evaluation. The Process Evaluation is primarily concerned with how well the strategy has been implemented whilst the Outcome Evaluation examines performance against Targets.

The results will be published in a **Monitoring & Evaluation Report** which will set out:

- Analysis against the Indicators and associated Targets;
- A review of the factors that have resulted in this performance;
- Any corrective measures required to achieve the desired policy outcomes; and
- An assessment of how well the Objectives, outcomes and policy aspirations have been achieved along with lessons learnt for the future.

In addition, the Action Plans will also be monitored to ensure they remain consistent with the LTS and are contributing towards delivering its Objectives. This will be carried out on an ongoing basis and in a more informal basis reflecting their more functional purpose.